2023 AUTO ISSUE

OUR 10 TOP PICKS! | GREAT CARS FOR LESS THAN $30K

CR Consumer Reports®

APRIL 2023

260 MODELS RATED AND REVIEWED

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The Extras That Make Driving Easier

BEST & WORST

CARS, TRUCKS & SUVs

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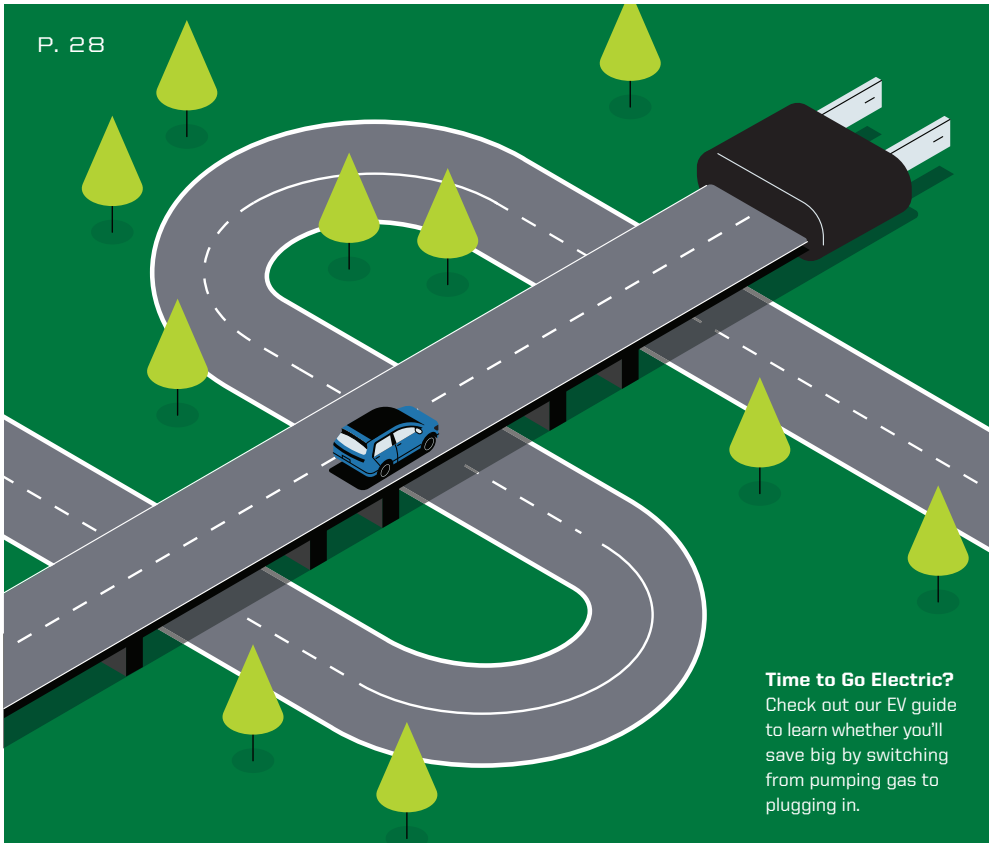

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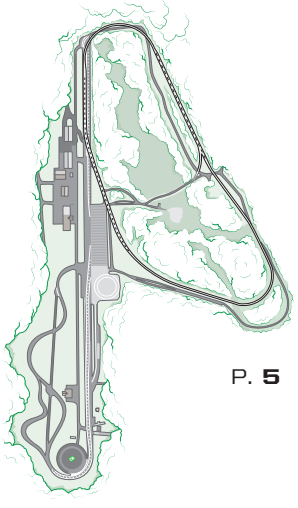
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Cars Designed for You

THE HISTORY of the auto industry is one of continuous innovation. Think of automatic transmissions, which began making driving easier in the 1940s, or power steering, which became widely available in the 1950s. This trend has only grown in the digital age, and today's cars are computers on wheels, featuring new tools called advanced driver assistance systems, to enhance your experience.

While these features can improve comfort and safety, CR's research shows that consumers are often confused about them. Part of the problem is there are just so many: automatic emergency braking, adaptive cruise control, lane keeping assistance, and more. It will take time—and trusted information—for drivers to learn all these new tools.

Sensational ads suggesting that cars can drive themselves aren't helping, and may be why many people believe these systems do more than they can. In a September 2022 nationally representative CR survey of 2,519 U.S. adults, only 37 percent of Americans understood that one can't buy a fully self-driving car. Even if you do understand the tech, the symbols and alerts in your car often aren't clear, which can lead drivers to disable helpful features.

Reporting on the fast-evolving technology in cars and evaluating it have always been at the heart of CR's work. In this month's issue, we explain these tools (page 20), so you can better grasp what they actually do and what's just hype. We also released new recommended guidelines in 2022 to help companies improve their designs with you in mind. From clearing up the dizzying dashboards to adjusting how systems are disabled, we're showing manufacturers what helps consumers the most.

The digital world has revolutionized the auto industry. By equipping consumers with trusted knowledge and helping companies prioritize your needs, we can make sure these innovations work for you.

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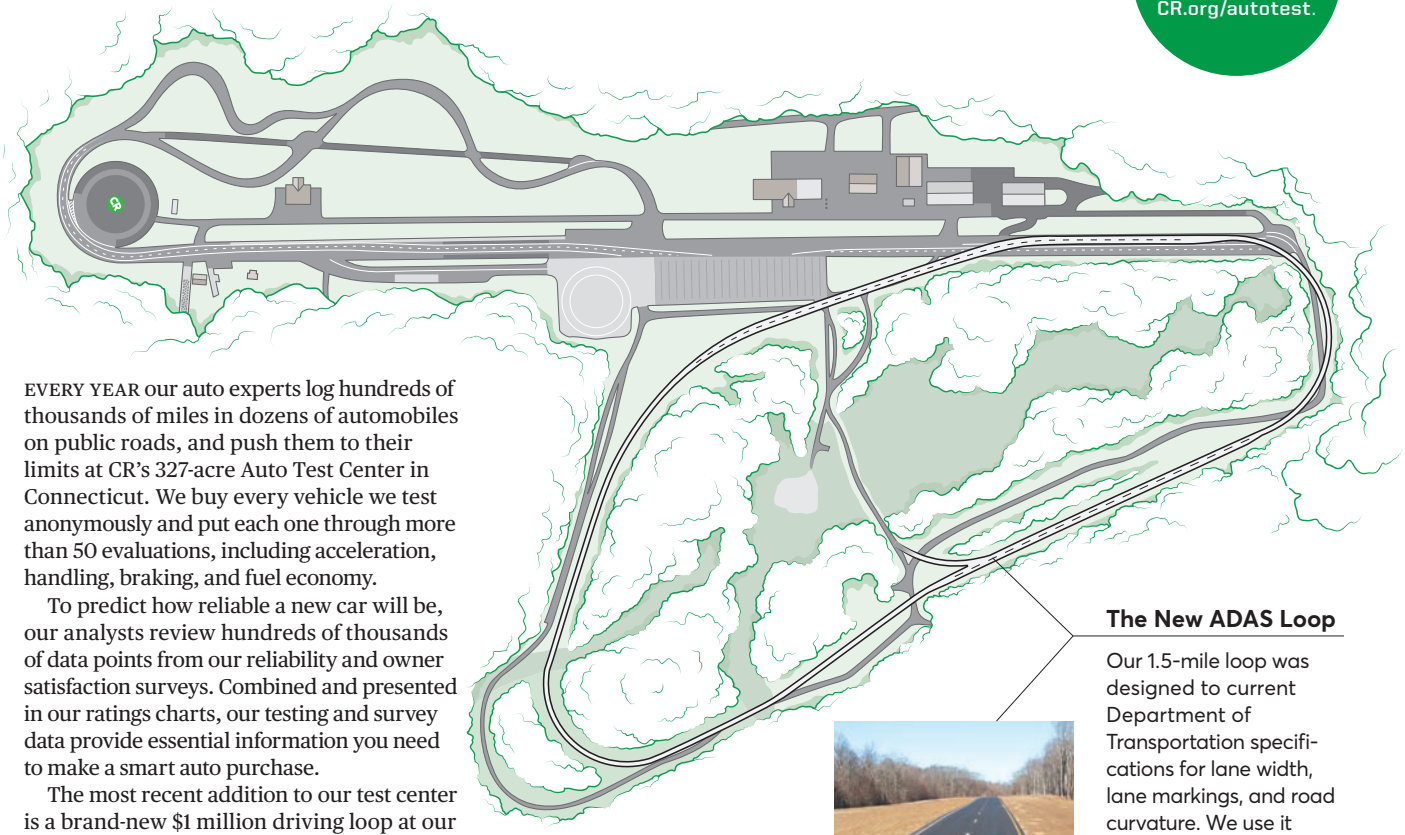


EVERY YEAR our auto experts log hundreds of thousands of miles in dozens of automobiles on public roads, and push them to their limits at CR's 327-acre Auto Test Center in Connecticut. We buy every vehicle we test anonymously and put each one through more than 50 evaluations, including acceleration, handling, braking, and fuel economy.

To predict how reliable a new car will be, our analysts review hundreds of thousands of data points from our reliability and owner satisfaction surveys. Combined and presented in our ratings charts, our testing and survey data provide essential information you need to make a smart auto purchase.

The most recent addition to our test center is a brand-new $1 million driving loop at our closed-course track. This will allow us to better determine the efficacy of advanced safety and driver assistance features, such as lane centering assistance, adaptive cruise control, and driver monitoring.

The New ADAS Loop

Our 1.5-mile loop was designed to current Department of Transportation specifications for lane width, lane markings, and road curvature. We use it to put advanced driver assistance systems to the test with challenging features such as curves, split lanes, merging lanes, exit ramps, and intersections.

Usability

Our engineers evaluate a car's controls and displays to determine how easy it is to operate various vehicle functions, such as interacting with a phone, adjusting the audio and climate systems, operating touchscreens, and using any knobs or buttons. Intuitive, user-friendly controls are rated higher than those that distract.

Fuel-Economy Testing

To determine real-world fuel economy, our technicians splice a measuring device into the fuel line of each vehicle. Then we drive on two separate circuits: a public highway at a steady 65 mph and a simulated urban loop at our track. Starting this year, our fuel-economy tests count more toward each vehicle's road-test score.

Braking

Good braking performance is a vital factor in a car's crash-avoidance capability. We conduct a series of tests from 60 to 0 mph on both dry and wet pavement to measure "panic brake" stopping distances. We also assess "modulation," rating how easy it is to come to a smooth stop out on the road.

PHOTOS: JOHN POWERS/CONSUMER REPORTS

ILLUSTRATION BY BROWN BIRD DESIGN

AUTO 2023 ISSUE

10 TOP PICKS

KIA
TELLURIDE

THE 10 VEHICLES on these pages were selected from more than 200 tested models as the best of the best for 2023. Each represents a key vehicle segment and shines for its combination of road-test performance, reliability, owner satisfaction, and safety, garnering a high-enough Overall Score to earn a coveted CR recommendation.

All Top Picks must come standard with key safety features, including automatic emergency braking (AEB) that operates at highway speed and includes pedestrian detection.

Simply put: These are the vehicles that our expert staff would enthusiastically recommend to family and friends.

It's no surprise that Toyotas, which have historically featured prominently on our list, are again well represented: They're known for having good all-around performance, fuel economy, and reliability. Notably absent this year, however, are two perennial picks: the Lexus RX and Toyota Prius. These significantly redesigned models weren't on sale in time to be included, which made room for other impressive models to appear on this year's Top Picks list.

Our Top Picks list is a collection of cars, SUVs, and trucks with standout performance across the board. Our Green Choice designation (indicated by a leaf icon in our ratings) is awarded to gas-powered, hybrid, and electric cars that are in the top 20 percent of all cars on the market for having the cleanest emissions, based on EPA data.

BY JEFF S. BARTLETT

ILLUSTRATION BY LISA SHEEHAN

Toyota

COROLLA HYBRID

THE COROLLA HYBRID is a rolling master class on what is possible from a lower-priced model. This compact sedan has outstanding fuel economy at 48 mpg overall in CR's tests that approaches the efficiency of the pricier Prius. And it comes standard with the Toyota Safety Sense 3.0 suite of advanced driver assistance features, with lane departure warning (LDW), adaptive cruise control (ACC), and automatic high beams. Blind spot warning (BSW) is optional. New for 2023, the Corolla Hybrid offers all-wheel drive. Moving up through the trim levels brings more niceties that make it a pleasant commuter.

Toyota

COROLLA CROSS

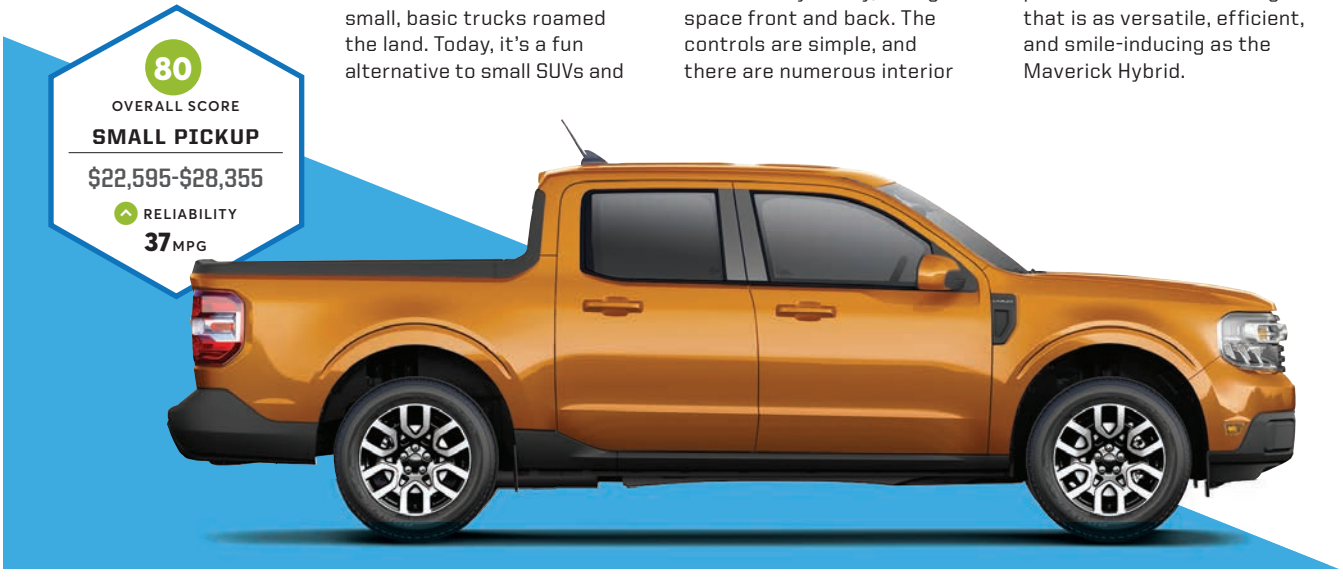
THE NAME ANNOUNCES that this is the Corolla of subcompact SUVs, with all the practicality, value, and virtue the familiar moniker implies. The size and traditional boxy shape make the Corolla Cross relatively roomy for the class. It comes with a 169-hp, 2.0-liter four-cylinder paired with a continuously variable transmission (CVT) and choice of front- or all-wheel drive. Acceleration is a bit tepid, but this powertrain returned a solid 28 mpg overall in CR's tests. Most controls are a cinch to use, but the new infotainment interface needs some polish. The back seat also has good headroom and foot space. Factor in a solid roster of standard safety gear and top marks for predicted reliability, and the Corolla Cross is a smart choice.

PHOTOS: MANUFACTURERS

Subaru FORESTER

THIS IS THE Forester's 10th consecutive appearance as a Top Pick, underscoring how well this small SUV has honed its winning formula over time. Key to its appeal is the basic design, crafted to provide solid crash protection, a spacious cabin, generous cargo area, and terrific outward visibility. The shape also allows for unusually good access, with tall, wide-opening doors and hip-height seats. The controls are simple to use and easy to reach. The 2.5-liter four-cylinder and CVT yield 28 mpg overall—among the best in its class. Handling is responsive, and the ride is supple. Subaru's EyeSight suite of safety features benefits from a wider field of view and updated software for 2023.

Ford MAVERICK HYBRID



THE MAVERICK COMBINES a low base price with a standard hybrid powertrain and front-wheel drive that delivered 37 mpg overall in our tests. It reminds us of a time when small, basic trucks roamed the land. Today, it's a fun alternative to small SUVs and is ideal for active lifestylers who can put the 4.5-foot-long bed to work. Access to the cabin is easy, thanks to large doors and a low floor, and it's relatively roomy, with good space front and back. The controls are simple, and there are numerous interior storage nooks. The ride is civilized for a truck, and the competent handling shames beefier, traditional pickups. For the price, you'd be hard-pressed to find something that is as versatile, efficient, and smile-inducing as the Maverick Hybrid.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

Toyota
CAMRY HYBRID

THE NAME "CAMRY" has become synonymous with comfort, convenience, reliability, and value for good reason: Every version delivers on those key virtues. The Camry is available in many flavors, with different powertrains, trim levels, and even all-wheel drive. But the most compelling version remains the Hybrid. It offers the comfortable ride, athletic handling, accommodating seats, and simple controls found in all versions, plus it boasts terrific fuel economy. The Camry Hybrid returned a stunning 47 mpg overall in our tests, which is truly impressive for a midsized sedan. It comes with the Toyota Safety Sense 2.5+ suite of advanced driver assistance features, with lane keeping assistance (LKA), LDW, ACC, and other aids.

Nissan
LEAF

THE LEAF PROVES that not all electric cars command high prices. This swoopy hatchback comes with a 40-kWh battery, an EPA-rated 149-mile range with the standard version, and an attractive sub-$30,000 price, even before incentives. But the Leaf model to fall for is the 60-kWh "Plus" version. The Plus has an EPA-rated 212-mile range and is quicker, shaving a second off the 0 to 60 mph time. With either configuration, the ride is soft and the cabin is quiet. The driving position is a hint higher than you might expect, giving a good view of the road. BSW, LDW, LKA, and rear cross traffic warning (RCTW) are standard. ProPilot Assist is optional.

Hyundai

SANTA FE HYBRID

88
OVERALL SCORE
TWO-ROW SUV
$35,910-$41,570
RELIABILITY
30 MPG

THE SANTA FE makes yet another strong case for hybrid powertrains. Here, the hybrid is more powerful, polished, and—of course—efficient than the Santa Fe's standard engine. The hybrid uses a 226-hp, 1.6-liter turbocharged four-cylinder engine, making it significantly quicker when merging and passing. For buyers who want to drive farther on electricity, there is a plug-in hybrid that adds 35 hp and has 31 miles of electric-only range. The cabin is roomy, with a spacious, comfortable rear seat, and a generous list of standard features that includes BSW, LKA, and LDW. It has the performance and comfort to satisfy most midsized SUV shoppers.

87
OVERALL SCORE
MIDSIZED THREE-ROW SUV
$35,890-$52,985
RELIABILITY
21 MPG

Kia

TELLURIDE

THE TELLURIDE ESTABLISHED itself as the three-row midsized SUV benchmark when it was introduced for 2020, and it has been a Top Pick every year since. The secret is that it simply does everything well. Its large, boxy shape makes for an expansive cabin and good outward visibility. Passengers will appreciate creature comforts such as soft-touch surfaces, attractive trim accents, and generous elbow room. The front seats are wide and comfortable, and the welcoming second and third seating rows are also relatively roomy. The refined, powerful V6 engine is backed by a smooth, responsive eight-speed automatic. Even the ride comfort is good. The 2023 Telluride gets a larger infotainment screen and more driving assistance features.

Safety Term Glossary: AEB automatic emergency braking; **BSW** blind spot warning; **LDW** lane departure warning; **LKA** lane keeping assistance; **RCTW** rear cross traffic warning.

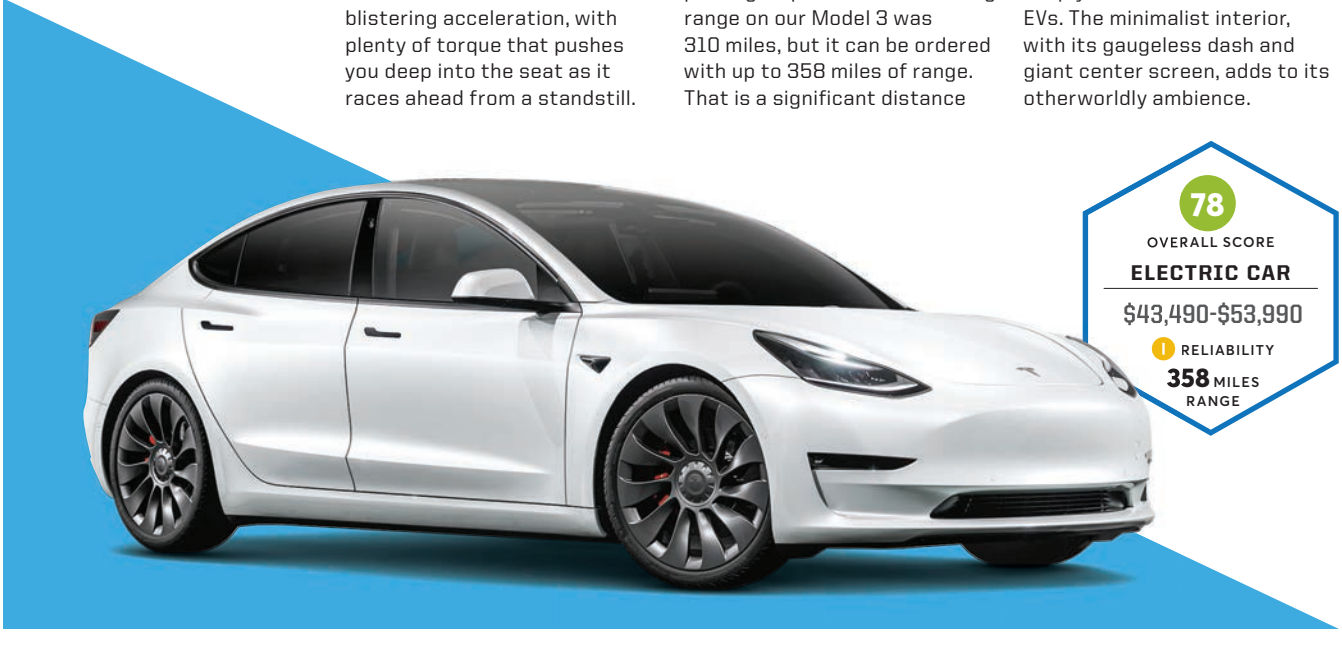
Lexus
NX350h

87
OVERALL SCORE
LUXURY SUV
$41,995-$57,805
RELIABILITY
38 MPG

LEXUS HIT A sweet spot with the NX, a small SUV available in four powertrain configurations. Our favorite version is the NX350h, a hybrid that delivers an impressive 38 mpg overall. Its electric motor helps it to launch smoothly and glide along quietly at low speeds. Driving the NX is a treat, thanks to quick steering and a ride that is firm without being harsh. The cabin is upscale, with padded, high-quality surfaces and comfortable, supportive front seats. The rear seat is roomier than the compact exterior dimensions might suggest. Overall, the NX is a delightful luxury SUV that drivers will appreciate for its premium interior quality and practicality. It comes standard with the Lexus Safety System+ 3.0, which includes many active safety features, such as BSW and RCTW.

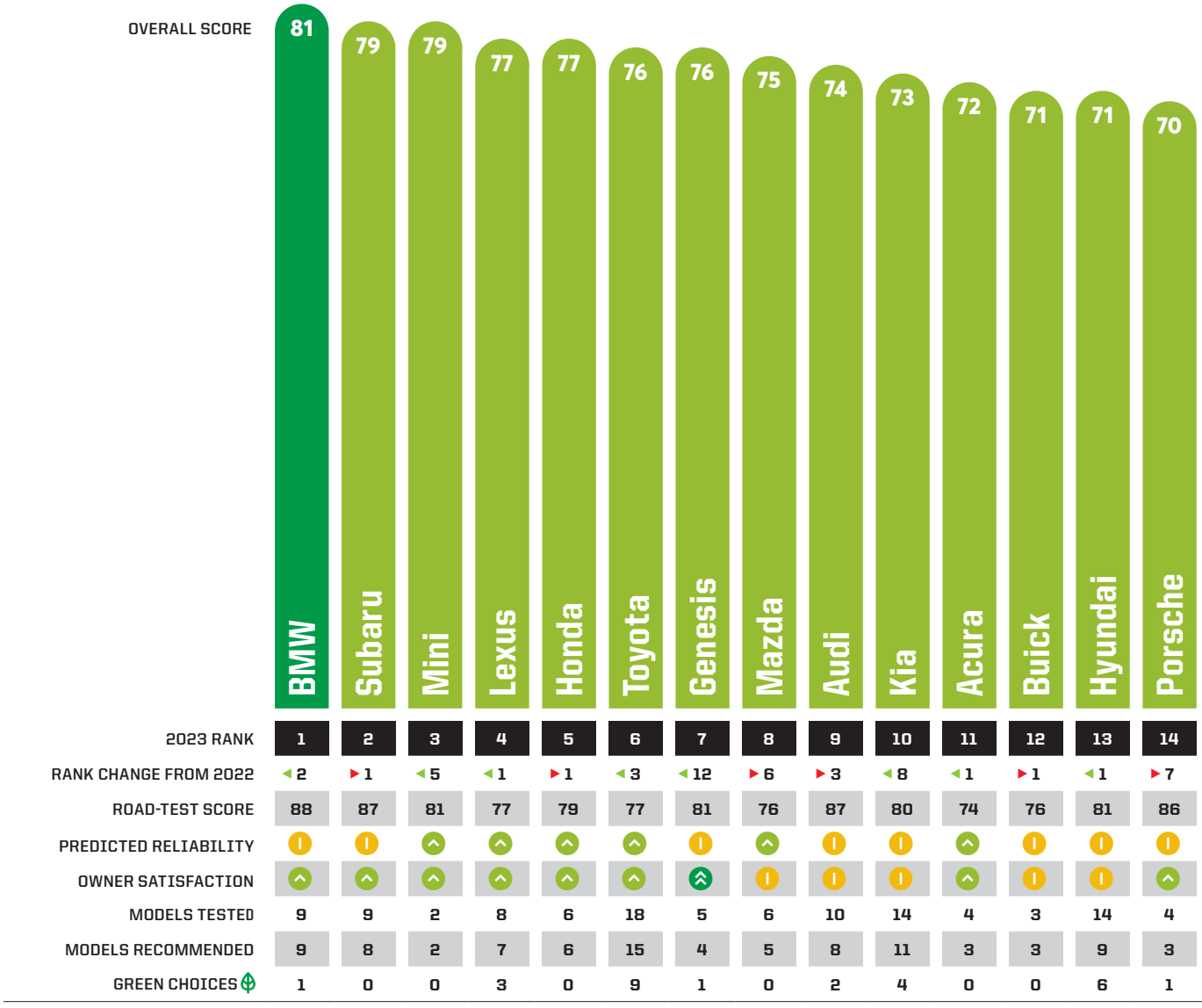
Tesla
MODEL 3

SINCE ITS INTRODUCTION in 2017, the Model 3 continues to make a significant impact in the compact luxury sedan market. This sleek four-door delivers blistering acceleration, with plenty of torque that pushes you deep into the seat as it races ahead from a standstill. Enter a turn, and the Model 3 shows off its tenacious grip and precise steering. The driving experience feels very much like piloting a sports car. The driving range on our Model 3 was 310 miles, but it can be ordered with up to 358 miles of range. That is a significant distance for an EV, especially given the convenience of using the widespread Tesla Supercharger network. Traveling by Tesla is simply easier than with other EVs. The minimalist interior, with its gaugeless dash and giant center screen, adds to its otherworldly ambience.



78
OVERALL SCORE
ELECTRIC CAR
$43,490-$53,990
RELIABILITY
358 MILES RANGE

Brands That Make the Best



THE BEST CAR BRANDS have model lineups that excel in our evaluations of road-test performance, reliability, owner satisfaction, and safety. They earn the highest Overall Scores based on the average from all current tested models.

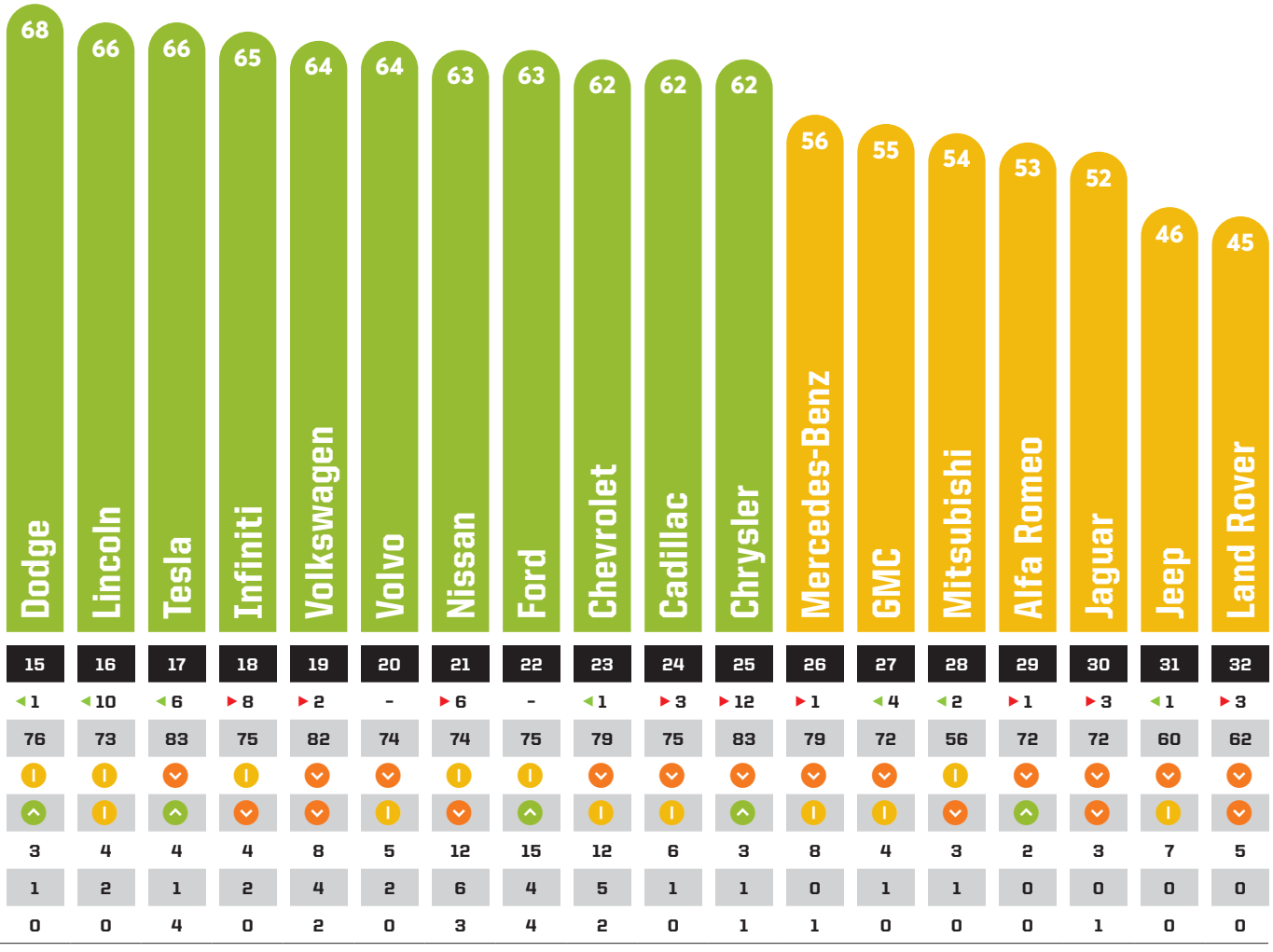
BMW, Subaru, Lexus, and Honda routinely land in the top ranks by delivering on these virtues, from their base models to their high-end vehicles. BMW claimed the top spot this year thanks to especially strong road-test performances and solid owner survey results.

Genesis made the biggest leap in rank this year, rising 12 positions due to improved reliability. Lincoln climbed 10 places on the strength of reliability and added safety systems. But Chrysler dropped a dozen spots, dragged down by the well-below-average reliability of the Pacifica Hybrid minivan. Brands with few models, like Chrysler, are subject to significant year-to-year shifts.

The rankings can be helpful to shoppers by indicating brands that shine and those that should be approached with more caution. The brands that land at the bottom are those

Cars

Our annual rankings reveal which automakers to check out—and which to avoid. BY JEFF S. BARTLETT



15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
◂1	◂10	◂6	▸8	▸2	-	▸6	-	◂1	▸3	▸12	▸1	◂4	◂2	▸1	▸3	◂1	▸3
76	73	83	75	82	74	74	75	79	75	83	79	72	56	72	72	60	62
3	4	4	4	8	5	12	15	12	6	3	8	4	3	2	3	7	5
1	2	1	2	4	2	6	4	5	1	1	0	1	1	0	0	0	0
0	0	4	0	2	0	3	4	2	0	1	1	0	0	0	1	0	0

that tend to fall short in our road tests and/or with reliability. They may still offer good cars but not consistently across their model range, and buyers should be wary.

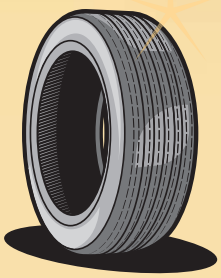
To be included in the brand ranking, CR must have tested at least two current models from a brand. Fiat, Maserati, Polestar, Ram, and Rivian aren't included in our rankings this year for that reason.

HOW WE RANK THE CAR BRANDS: The **Overall Score** for individual models is based on four key factors: the road test, reliability, owner satisfaction, and safety. For the **road-test score**, we put vehicles through more than 50 tests and evaluations. **Predicted reliability** ratings are based on problems reported by members in 17 trouble areas in CR's Annual Auto Surveys. **Owner satisfaction** predictions are based on whether CR members said in our surveys that they'd buy the same vehicle again if given the chance. **Safety** includes an assessment of any available crash-test results and extra points assigned to vehicles that come standard with crash-prevention systems. **Green Choices** reflect how many of a brand's CR-tested vehicles earned the designation for being in the top 20 percent of vehicles with the cleanest emissions, according to the EPA.

WORSE — BETTER | CR GREEN CHOICE

AUTO 2023 ISSUE

THE BEST & WORST LISTS 2023



GREAT TIRE DEALS

REPLACING TIRES IS expensive, and with all the different types out there, choosing the right ones for your needs can be complicated. To help, our tire experts have highlighted the models in popular categories that offer the best balance of performance and value, based on Consumer Reports' extensive tire test program. These selections factor in cost, predicted tread life, performance, wet grip, and more.

Note: Tire prices shown reflect the size tested by CR.

ALL-SEASON		SUV ALL-SEASON	
✔ **General** Altimax RT43	✔ **Michelin** Defender T+H	✔ **Kumho** Crugen HP71	✔ **Goodyear** Assurance ComfortDrive
$155	**$195**	**$176**	**$238**
70,000 TESTED TREAD LIFE (MILES)	85,000 TESTED TREAD LIFE (MILES)	55,000 TESTED TREAD LIFE (MILES)	80,000 TESTED TREAD LIFE (MILES)
66 OVERALL SCORE	67 OVERALL SCORE	66 OVERALL SCORE	67 OVERALL SCORE

ILLUSTRATION BY LISA SHEEHAN

Top American Cars

WHAT MAKES AN auto "American"? It can get confusing. Many international brands have factories in the U.S., and some American brands build cars abroad. For this list, CR focused on models from traditional American car companies—automakers with deep roots in the U.S., including Ford, GM, Stellantis, and Tesla. All of the cars are CR Recommended, but not all are built in the U.S.

FORD MAVERICK HYBRID

LUXURY COMPACT CAR
- ✓ **Tesla** Model 3

LARGE CAR
- ✓ **Chrysler** 300

SPORTS CAR
- ✓ **Chevrolet** Corvette

SUBCOMPACT SUV
- ✓ **Chevrolet** Trailblazer

COMPACT SUV
- ✓ **Ford** Escape Hybrid

MIDSIZED 2-ROW SUV
- ✓ **Ford** Edge

MIDSIZED 3-ROW SUV
- ✓ **Chevrolet** Traverse

LUXURY COMPACT SUV
- ✓ **Lincoln** Corsair

LUXURY MIDSIZED 2-ROW SUV
- ✓ **Lincoln** Nautilus

LUXURY MIDSIZED 3-ROW SUV
- ✓ **Buick** Enclave

SMALL PICKUP
- ✓ **Ford** Maverick Hybrid

FULL-SIZED PICKUP
- ✓ **Ram** 1500

Best New Cars Under $30,000

THERE ARE PLENTY of good new vehicles under $30,000 that perform well in our tests and come equipped with key safety features—if you know where to look. These models, listed in order of Overall Score within each vehicle category, are all CR Recommended and come with automatic emergency braking with pedestrian detection as standard equipment.

COMPACT HYBRIDS
- ✓ **Toyota** Corolla Hybrid
- ✓ **Kia** Niro
- ✓ **Hyundai** Elantra Hybrid

SMALL CARS
- ✓ **Toyota** Corolla
- ✓ **Honda** Civic
- ✓ **Mazda3**
- ✓ **Volkswagen** Jetta
- ✓ **Kia** Soul
- ✓ **Toyota** Corolla Hatchback
- ✓ **Nissan** Kicks

SMALL SUVs
- ✓ **Subaru** Forester
- ✓ **Hyundai** Tucson
- ✓ **Mazda** CX-5
- ✓ **Toyota** Corolla Cross
- ✓ **Honda** HR-V
- ✓ **Chevrolet** Trailblazer
- ✓ **Kia** Seltos

MIDSIZED CARS
- ✓ **Toyota** Camry
- ✓ **Nissan** Altima
- ✓ **Kia** K5
- ✓ **Hyundai** Sonata
- ✓ **Subaru** Legacy

SMALL PICKUPS
- ✓ **Ford** Maverick Hybrid
- ✓ **Ford** Maverick

ULTRA-HIGH PERFORMANCE

ALL-SEASON	ALL-SEASON	SUMMER	SUMMER
✓ **Vredestein** HyperTrac All Season	✓ **BFGoodrich** G-force Comp-2 A/S plus	✓ **General** G-Max RS	✓ **Michelin** Pilot Sport 4s
$168	**$176**	**$163**	**$237**
60,000 TESTED TREAD LIFE (MILES)	60,000 TESTED TREAD LIFE (MILES)	35,000 TESTED TREAD LIFE (MILES)	40,000 TESTED TREAD LIFE (MILES)
70 OVERALL SCORE	73 OVERALL SCORE	73 OVERALL SCORE	79 OVERALL SCORE

PERFORMANCE ALL-SEASON

✓ **Continental** PureContact LS	✓ **Michelin** CrossClimate2
$177	**$206**
75,000 TESTED TREAD LIFE (MILES)	85,000 TESTED TREAD LIFE (MILES)
67 OVERALL SCORE	74 OVERALL SCORE

TRUCK

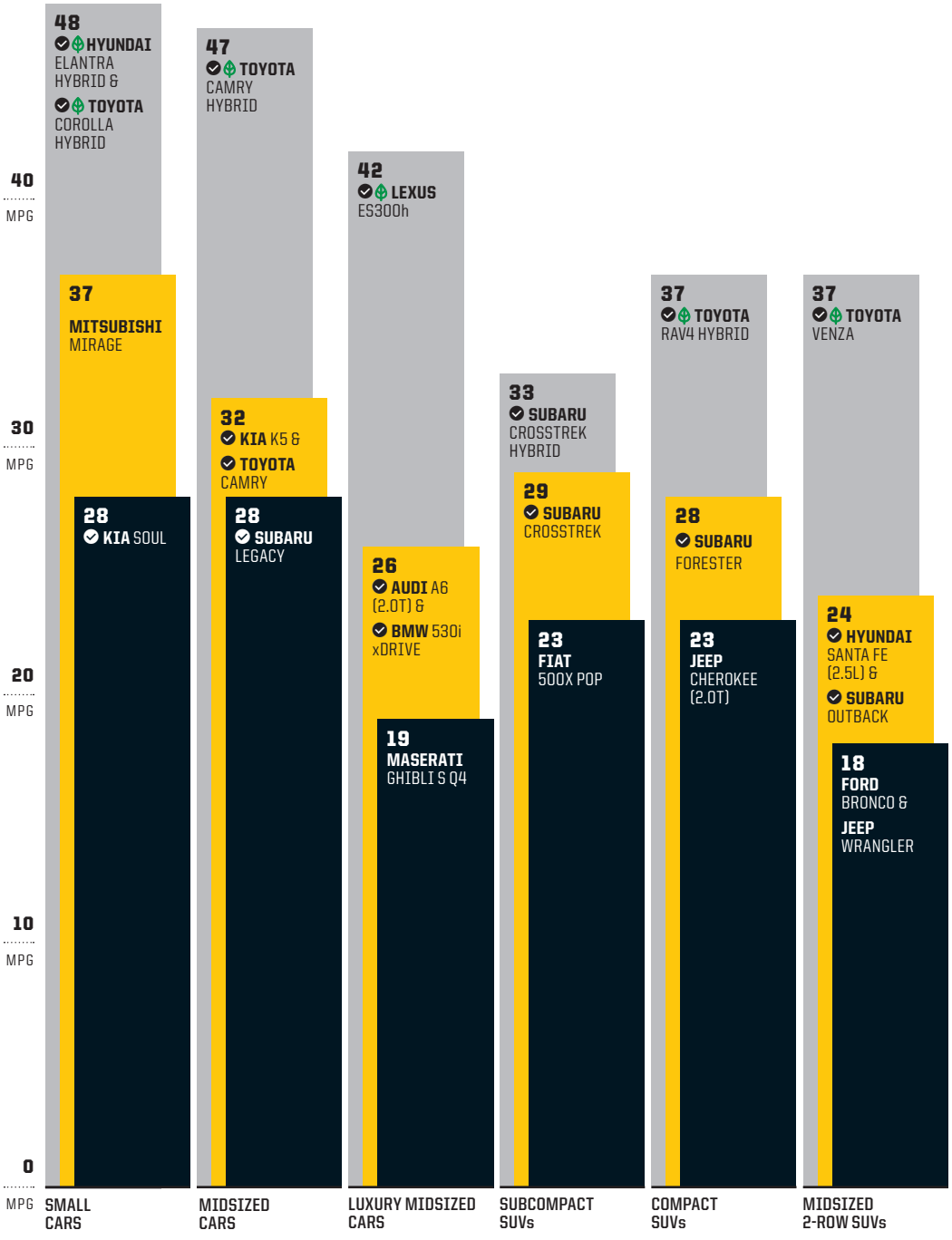
ALL-SEASON	ALL-TERRAIN	ALL-TERRAIN
✓ **Continental** TerrainContact H/T	✓ **Vredestein** Pinza AT	✓ **Michelin** LTX A/T2
$214	**$203**	**$283**
75,000 TESTED TREAD LIFE (MILES)	75,000 TESTED TREAD LIFE (MILES)	100,000 TESTED TREAD LIFE (MILES)
69 OVERALL SCORE	60 OVERALL SCORE	61 OVERALL SCORE

WORSE — BETTER | ✓ CR RECOMMENDED | CR GREEN CHOICE

SUPERIOR GAS MILEAGE

THE BEST DEFENSE against high gas prices is a fuel-efficient vehicle. These cars, SUVs, and trucks will deliver the most miles for your money based on our tests. They're organized by vehicle category, featuring the most fuel-efficient gas-only models alongside the most fuel-efficient hybrid models by type. (Plug-in hybrids aren't included.) We also show the models with the worst fuel economy, some of which are CR Recommended due to their strong Overall Score.

HYBRID
GAS ONLY
WORST



Green Choices

OUR GREEN CHOICE designation (indicated by a in our ratings) is awarded to gas-powered, hybrid, and electric cars that are in the top 20 percent of all cars on the market for having the cleanest emissions, based on EPA data and ranked by Overall Score.

1 **Kia** EV6
91 OVERALL SCORE

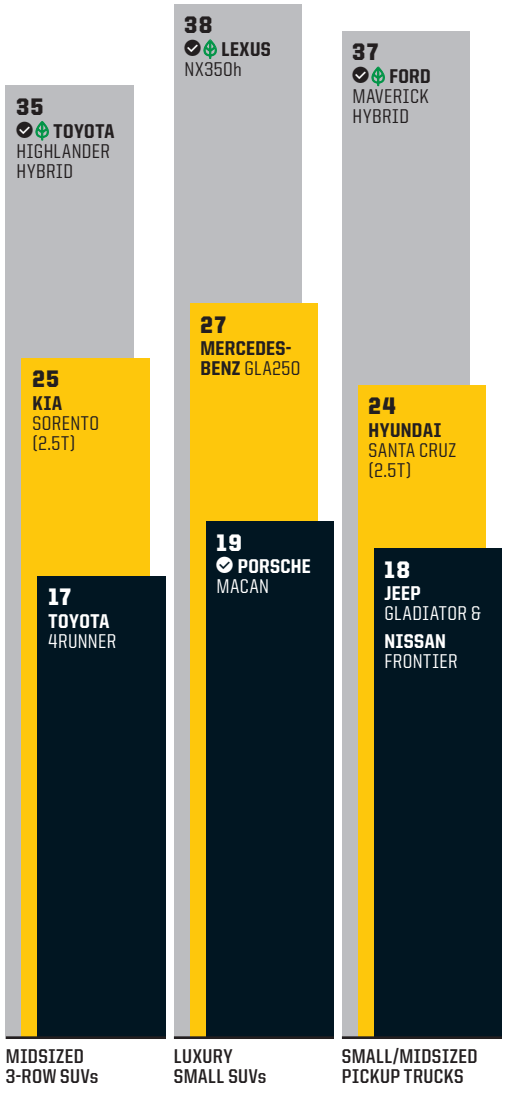
3 **Lexus** NX350h
87 OVERALL SCORE

2 **Toyota** Camry Hybrid
90 OVERALL SCORE

4 **Toyota** Highlander Hybrid
86 OVERALL SCORE

WORSE — BETTER | CR RECOMMENDED | CR GREEN CHOICE

ILLUSTRATIONS BY RODRIGO DAMATI



Most Comfortable Cars

A COMFORTABLE CAR, with coddling seats and a cushy ride, is enjoyable to drive, whether on a daily commute or a long-distance road trip. An uncomfortable vehicle is hard to love no matter how well it performs. Our experts evaluate comfort factors including ride, noise, front and rear seats, driving position, and access on each car we test. For a diversity of perspectives, we use a panel of drivers of various sizes who log thousands of miles during their evaluations. These are the most comfortable vehicles on the market today by category based on our findings, presented with their overall comfort score.

SUBARU FORESTER

	COMFORT SCORE
COMPACT CAR	
Subaru Impreza	73
MIDSIZED CAR	
Subaru Legacy	80
LARGE CAR	
Chrysler 300	82
LUXURY MIDSIZED CAR	
Genesis G80	82
COMPACT SUV	
Subaru Forester	80

MIDSIZED 2-ROW SUVs	
Subaru Outback	82
Hyundai Santa Fe Hybrid	80

	COMFORT SCORE
MIDSIZED 3-ROW SUVs	
Subaru Ascent	84
Chevrolet Traverse	84
Kia Telluride	84
LUXURY COMPACT CAR	
Audi A4	77

LUXURY COMPACT SUVs	
BMW X3	81
Genesis GV70	79
LUXURY MIDSIZED/LARGE SUVs	
BMW X7	88
Audi Q7	87
BMW X5	86

5

Lexus ES300h

86 OVERALL SCORE

7

BMW i4

84 OVERALL SCORE

9

Toyota Corolla Hybrid

82 OVERALL SCORE

6

Genesis GV60

84 OVERALL SCORE

8

Hyundai Tucson Hybrid

83 OVERALL SCORE

10

Toyota RAV4 Prime

81 OVERALL SCORE

What's New, What's Next

Looking to buy a car? A handful of notable new models will be available soon. Knowing what cars are coming out can help with your planning. It's still wise, though, to wait until we have test data and reliability predictions before buying one of these all-new or redesigned models. BY JEFF S. BARTLETT

PHOTOS: MANUFACTURERS

1. 2024 FORD MUSTANG

$30,000-$60,000*
SUMMER 2023

The redesigned seventh-generation Mustang has more advanced technology, evolutionary styling, and increased power. It may also be the last V8-powered muscle car from Detroit. There are three core versions: the EcoBoost with a 315-hp, turbocharged four-cylinder engine; the GT with a 480-hp, 5.0-liter V8; and an all-new Dark Horse with a 500-hp, 5.0-liter V8. The EcoBoost and GT will be available in both a coupe and convertible. The cabin features a customizable digital instrument panel and infotainment screen, available across a single pane of glass.

2. 2024 CHEVROLET EQUINOX EV

$30,000-$48,000*
FALL 2023

Chevrolet adds to its electric offerings with the Equinox EV, a small SUV built on GM's Ultium platform. Chevy aims for a starting price near $30,000, which will make the Equinox one of the lowest-priced EVs on the market. It will be offered in two configurations: front-drive with 210 hp and 250 to 300 miles of range, and all-wheel drive with 290 hp and 280 miles of range. Several versions offer different charge rates and features, such as heated rear seats, a 17.7-inch infotainment screen, and hands-free Super Cruise active driving assistance technology.

3. 2023 LEXUS RZ

$58,500-$64,000
SPRING 2023

Lexus launches a new era with the RZ 450e, the luxury brand's first all-electric vehicle. It shares the e-TNGA EV platform with the Toyota bZ4X, and its powertrain draws from the same parts bin. Sized like a Toyota Venza, the RZ features two motors for a combined 312 hp, and it comes exclusively in all-wheel drive. The automaker estimates a driving range of 196 to 220 miles, which is notably less than many of its rivals. The two-row interior features a large 14-inch infotainment screen, and the Lexus is topped with a panoramic sunroof.

4. 2023 DODGE HORNET

$29,995-$42,825
SPRING 2023

Dodge is positioning the Hornet as a performance-oriented sporty compact SUV. It shares much of its body, powertrain, and interior with the upscale (and more expensive) Alfa Romeo Tonale, another upcoming SUV from Stellantis, which owns both Alfa Romeo and Dodge. The base GT packs a 268-hp, 2.0-liter turbo four-cylinder engine with a nine-speed automatic. The R/T plug-in hybrid nets 288 hp combined, with a 1.3-liter turbo four-cylinder. It has a 30-mile electric-only range before transitioning to regular hybrid operation. Both versions have standard AWD.

5. 2024 MAZDA CX-90

$42,000-$55,000*
SPRING 2023

This three-row SUV is the first among several upcoming Mazda models that are designed to take the brand upmarket. To that end, the CX-90 will be available with an all-new 340-horsepower, 3.3-liter turbocharged six-cylinder engine, the company's first inline six and the most powerful production engine ever offered by Mazda. There will be a 323-hp plug-in hybrid version with a 17.8 kWh battery as well. Each uses a new 8-speed automatic. Rear-biased all-wheel drive is standard. A facial recognition system can identify a driver's saved settings and adjust audio, climate, and seat accordingly.

6. 2024 VOLVO EX90

$75,000-$90,000*
EARLY 2024

Volvo's new seven-passenger, three-row electric SUV promises to push boundaries on the safety front. It will be equipped with cutting-edge technology, including a driver monitoring system that can pull the SUV over and call for help, and a sophisticated lidar sensor to support the EX90's advanced driving assistance systems. Its large 111-kWh battery has a range up to 300 miles, and power is pegged at 496 horses. The minimalist interior gets a massive 14.5-inch center screen, and there's radar-based occupant detection to help prevent children from being left unattended inside.

*Estimated price range.

EASY DRIVING!

Why You'll Love These Features

Active driving assistance systems can be a big help to drivers—but they're not all the same. The latest CR testing identifies which ones work best.

BY MIKE MONTICELLO ILLUSTRATIONS BY JACK DALY

It's equal parts eerie and amazing to experience Ford's BlueCruise hands-free driving feature, which takes over your car's steering, braking, and acceleration when you're traveling down the highway.

The eerie part is watching the steering wheel turn back and forth on its own, while the system also slows down or speeds up to maintain a safe distance from the vehicle ahead. The amazement soon follows: With your hands off the wheel and relaxing on the armrests, you might start to believe the age of the self-driving car is finally upon us.

But while BlueCruise's capabilities are impressive and can make driving more relaxing, cars that can truly and safely drive themselves remain a long way off.

"Active driving assistance (ADA) systems like BlueCruise are an important advancement that can help make driving easier and less stressful," says Jake Fisher, CR's senior director of auto testing. These systems can also have safety benefits, such as keeping you from crossing over a lane line into opposing traffic.

"But they don't make a car self-driving at all," Fisher adds. "Instead, they create a new way of collaboratively driving with the computers in your car. When automakers do it right, it can make driving safer and more convenient. When they do it the wrong way, it can be dangerous."

ADA systems, which combine lane centering assistance (LCA) with adaptive cruise control (ACC), are available on more than 50 percent of 2023 model-year vehicles, according to CR's data. So your next new car is likely to have an ADA system as an option, if not standard equipment.

Of the 12 ADA systems we recently tested, Ford's BlueCruise came out on top, followed by General Motors' Super Cruise and Mercedes-Benz's Driver Assistance. Tesla, once an innovator with its Autopilot system, fell to the middle of the pack. That's because Tesla hasn't changed Autopilot's basic functionality much since it first came out, Fisher says: "Autopilot still doesn't allow collaborative steering and doesn't have an effective driver monitoring system. While other automakers have evolved their LCA and ACC systems, Tesla has simply fallen behind."

What Helps Keep Drivers Safe

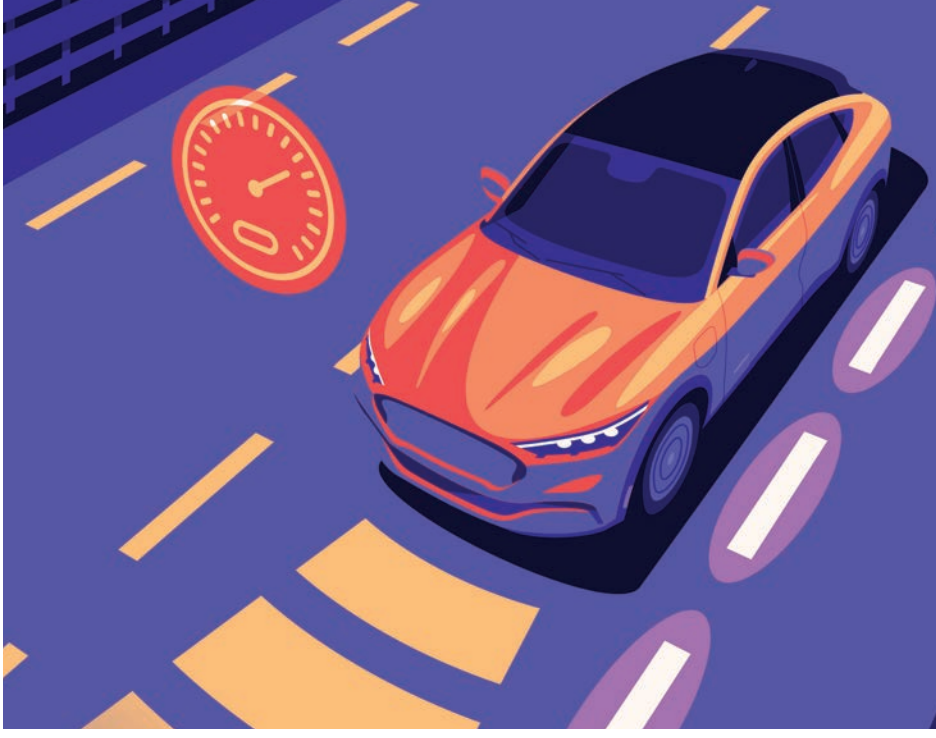
Not all ADA systems are created equal. CR's Fisher and other safety experts say that many of them are designed in a way that may lull drivers into complacency, giving them the false impression that the car is handling everything for them. That can be dangerous if the ADA system encounters something it can't deal with, such as road construction or an emergency vehicle, and the driver is not prepared to take back control of the car quickly. In order for any ADA system to be used safely, the driver always needs to remain attentive.

Pnina Gershon, a research scientist at the MIT AgeLab and the MIT Center for Transportation & Logistics in Cambridge, Mass., points to data showing that drivers often develop an overreliance on driving assistance systems after a relatively short period of use. "We observe frequent situations where the level of attention placed on the road is below what one would traditionally expect a driver to have—especially with the known limitations of these systems, which require drivers to be ready to regain control in a safe and timely manner," Gershon says.

MIT's data also show that distracted driving is more common when using driving automation systems. "Automation aims to free resources and, not surprisingly, drivers use these 'freed up' resources to do other things than driving," Gershon says.

The two ADA systems that CR rates highest, Ford's BlueCruise and GM's Super Cruise, use direct driver monitoring systems (DDMS) that require drivers to keep their eyes on the road even while the systems are automating steering, acceleration, and braking. Both point infrared cameras at driver faces and sound an alert if the driver stops paying attention to the road, even just for a few seconds. If the driver doesn't turn their eyes back to the road, the system soon begins to slow the car.

CR safety experts believe that this type of DDMS is key to the safety of any ADA system—and, in fact, we award extra points to the Overall Score of tested models whose ADA systems are adequately equipped. Starting in fall 2023, we will deduct



points if an ADA system doesn't have adequate DDMS. Right now, only Ford and GM's systems meet our criteria for earning additional points, but others could be available soon.

Most ADA systems, however, do not adequately monitor drivers. Instead, they simply require occasional hand pressure on the steering wheel to indicate that the driver is paying attention. "If an automaker is going to equip a car with an ADA system, they should put in adequate safeguards—or not include both lane centering assistance and adaptive cruise control at all," says Kelly Funkhouser, CR's manager of vehicle technology.

Also of concern to CR's safety experts are the ADA systems from some automakers that allow their vehicles to drive for a long time without requiring the driver to even apply pressure to the steering wheel, let alone making sure the driver is paying attention to the road. "In our tests, both Mercedes-Benz and Tesla allowed the vehicle to drive down the highway for about 30 seconds before the first audible alert was given to the driver to put a hand back on the steering wheel," Funkhouser says. "That means the car could travel more than half a mile on a highway with the driver's hands off the wheel, and yet not paying attention at all—that's a risky situation."

And while Mercedes does equip some of its high-end models, such as the EQS and S-Class, with a driver-facing camera to detect inattention, CR safety experts were disappointed that its ADA system continues to operate even if it determines that the driver is being inattentive. Further, Mercedes' driver monitoring camera can be switched off altogether, even when using the ADA system.

CR reached out to every automaker with an ADA system that we evaluated that doesn't have a camera-based driver monitoring system, seeking comment and information about their future intentions. Several automakers did not respond, while others declined to provide further details, saying their plans are proprietary. Of those that did respond, Polestar (Volvo's electric vehicle sub-brand) said DDMS will be included as a standard feature in its upcoming 2024 Polestar 3 SUV. Nissan said it has DDMS on its new 2023 Ariya, although a model wasn't available in time to test. Audi told us DDMS "is not available at this time." Rivian acknowledged that its camera is turned off in most vehicles while its Highway Assist system is active, and said it would keep CR posted on its plans for adding DDMS.

GLOSSARY

New Features to Know About

LCA Lane Centering Assistance

Provides steering support to assist the driver in keeping the vehicle at or near the center of the lane. Most systems are designed for the driver's hands to still be on the steering wheel.

ACC Adaptive Cruise Control

An advanced form of cruise control that also assists with acceleration and braking to maintain a driver-selected distance from the vehicle in front. Some can come to a full stop.

ADA Active Driving Assistance

The simultaneous use of LCA and ACC features to automatically keep a car centered in its lane and a safe distance behind other cars. The driver remains responsible.

What We Tested

We included only vehicles that were equipped with a system that allows for the simultaneous use of LCA and ACC at highway speeds. Because Mazda doesn't have an ADA system that operates within our test parameters, it wasn't included. Jaguar/Land Rover, Lucid, Porsche, Stellantis (Alfa Romeo, Chrysler, Dodge, Fiat, Jeep, Ram), and Subaru weren't included because we didn't have a vehicle from any of these brands with these features in our fleet when the test was conducted.

WHICH SYSTEMS WORK BEST?

Of the 12 active driving assistance systems we recently tested, those from Ford, GM, and Mercedes came out ahead. Here's why.

BLUECRUISE / ACTIVEGLIDE

FORD / LINCOLN

STANDARD ON
None

AVAILABLE ON
Ford Expedition, F-150, F-150 Lightning, Mustang Mach-E
Lincoln Corsair, Navigator

BLUECRUISE PRICE RANGE
$1,900-$1,995 (plus a subscription cost after the initial 2- to 3-year free trial)

WHY WE LIKE IT

Ford's BlueCruise and the similar ActiveGlide system from Ford's sister brand, Lincoln, set a high standard for ADA systems, aided by an infrared camera that watches the driver's eyes to determine whether they're looking at the road. If the driver glances away from the road for more than about 5 seconds—or has fallen asleep—the system will alert the driver with a visual warning and an audible chime.

We also like that the LCA portion of BlueCruise doesn't shut itself off when drivers provide their own steering inputs—for example, to avoid a pothole or swerve around a cyclist. That capability is known as "collaborative driving," and it's a significant advantage over Super Cruise and Tesla's Autopilot, both of which immediately disengage if you apply your own steering and require you—annoyingly—to reengage them each time.

Another smart safety feature: When operating on the more than 130,000 miles of premapped North American highways that allow for hands-free operation, BlueCruise prompts drivers to place their hands back on the wheel in advance of risky upcoming scenarios, such as sharp curves or lane merges.

ROOM FOR IMPROVEMENT

Although BlueCruise will slow the vehicle down to 6 mph if the driver becomes unresponsive to warnings to take control, it doesn't bring the car to a complete stop, put on the emergency flashers, or call for help. Instead, the vehicle will continue to stay in its lane driving at 6 mph indefinitely.

SUPER CRUISE

CADILLAC/CHEVROLET/GMC

STANDARD ON
None

AVAILABLE ON
Cadillac CT4, CT5, Escalade, Lyriq, XT6
Chevrolet Bolt EUV, Silverado 1500, Suburban, Tahoe
GMC Hummer EV Pickup, Sierra 1500, Yukon, Yukon XL

SUPER CRUISE PRICE RANGE
$2,200-$2,500 (plus $25/month or $250/year after 3-year free trial)

WHY WE LIKE IT

Just as with BlueCruise, GM's Super Cruise has a DDMS with an infrared camera that watches the driver's eyes to make sure they are paying attention to the road when using the system.

We like that GM doesn't allow the use of Super Cruise in situations that the system deems risky or tricky, such as when lanes merge together or when driving on nonhighway roads. Super Cruise, like BlueCruise and Rivian's Highway Assist, utilizes GPS-based geofencing to ensure operation within safer driving environments, such as highways.

We also think it's smart that if a driver is not paying attention and fails to respond to prompts from the system to reengage, Super Cruise will turn on the emergency flashers, bring the car to a full stop (in the lane it's currently in), and call for help.

ROOM FOR IMPROVEMENT

We don't like that the LCA aspect of Super Cruise works only on specific, premapped sections of divided highways. We think it should operate more like BlueCruise, allowing drivers to use the steering assistance function (with their hands on the wheel and in conjunction with the driver monitoring system) even on regular roads, as long as there are lane lines on both sides.

Super Cruise also gives relatively little information to the driver in the instrument cluster. It doesn't show a display of the car, lane lines, or the car ahead, as in other systems.

PHOTOS, THIS SPREAD: JOHN POWERS/CONSUMER REPORTS

DRIVER ASSISTANCE

MERCEDES-BENZ

STANDARD ON	AVAILABLE ON	DRIVER ASSISTANCE PRICE RANGE
EQS, EQS SUV, S-Class, AMG EQE, AMG GLS63	All other models except G-Class	$0–$1,950 (no subscription cost)

WHY WE LIKE IT

Our testers praised Mercedes' Driver Assistance system for its smooth lane centering ability, which keeps it near the middle of the lane on both straight and curvy roads. We also like that the LCA gives little to no resistance when drivers want to provide their own steering inputs.

Our testers appreciated the ACC's well-tuned following-gap distance settings, which maintain a comfortable distance from the car ahead, but not so much that other vehicles are constantly trying to cut in. It also has settings that enable the driver to adjust the acceleration and deceleration force with which it slows down and speeds up for traffic ahead.

We also liked that the instrument panel clearly shows how close your vehicle is to the lane lines and to surrounding traffic. "This helps drivers to better understand what the sensors are 'seeing' and why the system is behaving the way it is," Funkhouser says.

We're also glad to see that the system will bring the car to a stop, turn on the emergency flashers, and call for help if the driver doesn't respond to prompts to reengage.

ROOM FOR IMPROVEMENT

We don't like that the system can be used even when there's only a single lane line in the middle of the road. We found, for example, that it sometimes steers too close to the edge of the road where there isn't a lane line. And it can be dangerous that the system allows drivers to leave their hands off the wheel for nearly 30 seconds before an audible alert sounds.

Systems That Fall Short

The two lowest-scoring active driving assistance packages in our testing

HIGHWAY DRIVING ASSIST

HYUNDAI/KIA/GENESIS

HIGHWAY DRIVING ASSIST was dinged for its choppy steering assistance, which causes the vehicle to ping-pong between the lane lines. It also occasionally failed to keep the vehicle in its lane through curves.

It's also alarming that if a driver becomes unresponsive to warnings to put their hands on the wheel, Kia's ADA system shuts itself off before bringing the vehicle to a stop. "If the driver is distracted or medically impaired, the vehicle will continue without steering assist or speed control until it rolls to a stop or hits something," Funkhouser says.

One positive note: It was the top-rated system for ease of use, thanks to the separate steering wheel controls for ACC and LCA. This makes it easier to understand each feature and allows the use of LCA without ACC if you want.

PILOT ASSIST

VOLVO/POLESTAR

WE WERE DISAPPOINTED with Volvo/Polestar's Pilot Assist system for numerous reasons. Most significantly, during testing the system repeatedly switched itself into standby mode—in which the ACC is still controlling the car's speed but the LCA is no longer giving any steering assist—for no apparent reason. "The result is that Pilot Assist isn't all that helpful to the driver," Funkhouser says. "Much of this could have been solved had Volvo simply installed a driver-facing camera." We plan to evaluate the Polestar 3 when it comes out with a direct driver monitoring system.

ACTIVE DRIVING ASSISTANCE
How the Systems Stack Up

EVERY ADA SYSTEM we tested fared better than when we published a 17-system test in 2020, and the overall system scores have tightened up across the board—signs that automakers are making significant improvements.

CR's Kelly Funkhouser attributes a good portion of the progress to smoother and more capable lane centering assistance. "LCA systems are getting more advanced and are doing a better job at keeping vehicles within the lane lines, even through sharper curves," she says.

In general, the systems that performed best in our testing have four key characteristics: They allow for collaborative steering, are easier to turn on and off, give clear displays and messages about what the system is doing, and have direct driver monitoring.

It's also not a coincidence that the two top-scoring systems—Ford's BlueCruise and GM's Super Cruise—are the only systems we tested that have infrared cameras that watch the driver to make sure they are paying attention: Both systems do a very good job in that regard.

SYSTEM AND TESTED VEHICLE	OVERALL SCORE	CAPABILITIES AND PERFORMANCE	KEEPING THE DRIVER ENGAGED	EASE OF USE	CLEAR WHEN SAFE TO USE	UNRESPONSIVE DRIVER
Ford BlueCruise/Lincoln ActiveGlide Ford Mustang Mach-E	84	9/10	9/10	6/10	9/10	6/10
Chevrolet/GMC/Cadillac Super Cruise Cadillac Escalade	75	8/10	8/10	4/10	8/10	7/10
Mercedes-Benz Driver Assistance Mercedes-Benz C300	72	10/10	6/10	5/10	3/10	6/10
BMW Driving Assistance Professional BMW i4 M50	69	9/10	6/10	6/10	3/10	5/10
Toyota Safety Sense 3.0/ Lexus Safety System+ 3.0 Lexus NX350h	65	9/10	4/10	5/10	2/10	5/10
VW Travel Assist/Audi Adaptive Cruise Assist With Lane Guidance Audi Q4 50 E-Tron	62	8/10	5/10	4/10	3/10	5/10
Tesla Autopilot Tesla Model Y	61	9/10	3/10	5/10	3/10	4/10
Rivian Highway Assist Rivian R1T	59	8/10	3/10	6/10	4/10	6/10
Nissan/Infiniti ProPilot Assist Nissan Rogue	58	7/10	5/10	4/10	3/10	6/10
Honda Sensing/AcuraWatch Honda Civic Sport	58	8/10	4/10	6/10	3/10	2/10
Volvo/Polestar Pilot Assist Polestar 2	53	7/10	4/10	4/10	2/10	6/10
Hyundai/Kia/Genesis Highway Driving Assist Kia Sorento Hybrid	47	6/10	4/10	7/10	3/10	2/10

WORSE BETTER

Our research reveals that ADA systems have improved in just the past two years. But direct driver monitoring remains a key element to success, and to driver safety.

INSIDE OUR TESTING

The 12 ADA systems we tested were put through their paces around the track at our 327-acre Auto Test Center in Connecticut and on a 50-mile loop on public roads between September and December 2022. CR testers evaluated the way each system performed in 40 specific tests within these five categories.

Capabilities and Performance

We judged how well each LCA system kept the vehicle in the center of the lane, and how smoothly and intuitively the ACC adjusted its speed and distance behind other cars in traffic.

Keeping the Driver Engaged

ADA systems should encourage drivers to provide their own steering inputs, without going into a standby mode or shutting off. Systems also lost points if they lacked an adequate driver monitoring system to ensure that drivers are looking at the road.

Ease of Use

Our testers evaluated how easy it is for drivers to engage the systems and adjust the settings, as well as whether the displays provided information about what the sensors were "seeing" so the driver understands why the system is behaving the way it is.

Clear When Safe to Use

We evaluated how clearly the systems communicate when drivers should, and should not, be using ADA technology. For instance, drivers should not be able to activate an ADA system in environments with pedestrians, or in tricky situations such as intersections or complicated traffic patterns.

Unresponsive Driver

Systems were rated on how well they warn the driver in the most critical circumstances: when the driver is not paying attention, has fallen asleep, or is suffering from a medical condition.

CR EXTRA

WATCH THIS:
ADA Systems in Action

Scan the QR code to watch.

Using CR's fleet of test vehicles, we've created four videos that illustrate how the features that make up an ADA system work. You'll learn the differences between lane centering assistance, lane departure warning, and lane keeping assistance; how adaptive cruise control works; what makes for an effective direct driver monitoring system; and which ADA systems performed best overall in our tests.

Will an Electric Car Save You Money?

We calculated energy costs, tax credits, and hidden discounts, and have the answer.

BY KEITH BARRY • DATA ANALYSIS BY ANITA LAM
ILLUSTRATIONS BY THE TOM AGENCY

ELECTRIC VEHICLES (EVS) have a lot going for them. They create fewer greenhouse gas emissions than gas–powered vehicles, and their quick and silent acceleration means they're fun to drive, too. So it's no wonder that EV sales are growing—5.3 percent of U.S. new-car sales in 2022, up from 3 percent in 2021, according to the automotive research firm Wards Intelligence—while sales of conventional gasoline vehicles declined.

But sticker prices remain an issue. Most new EVs are luxury models with an average sale price over $61,000—about $12,000 more than the industry average. EV buyers also need to calculate how much an electric car will cost to drive, including tax breaks and electricity rates. And those can vary depending on where you live, the vehicle you choose, whether you buy or lease, and even your annual income. "Figuring out how much an EV will cost can be complex, but it's worth doing the math before making such a major purchase," says Jake Fisher, senior director of auto testing at Consumer Reports. "An EV may make financial sense for many buyers, but some might be better off with a fuel-efficient hybrid."

To help you better understand the costs and savings of an EV, CR will walk you through how to shop for one while saving money at each step.

1 Factor in Reliability

WHY IT MATTERS

Feedback from CR members who own EVs suggests that reliability is an especially important concern when going electric. In theory—because EVs lack engines, complex transmissions, and fuel or exhaust systems—they should cost less to service than gas-powered vehicles. On average, that's true: A 2020 CR study found that EVs cut repair and maintenance costs by 50 percent over similar gas cars. You could save hundreds of dollars a year, but your actual savings will depend on the car.

HOW TO SAVE

"EVs are based on new technology—and some automakers are just making their first forays into the EV market," Fisher says. "The companies might not have had the time to work out all of the production and design issues." As a result, new EVs might have more problems early on. For instance, some EVs from Audi, Chevrolet, and Hyundai had battery issues in their first years of manufacture. While those have all since been resolved, it took time to work the kinks out.

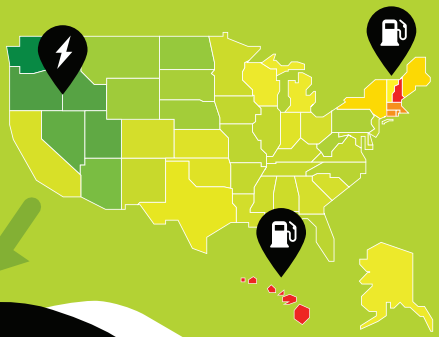
To compensate, EVs offer generous warranties on parts like batteries and electric drivetrains (usually around eight years or 100,000 miles). To reduce the chance of problems, Fisher suggests starting with CR's list of recommended EVs, and—as is our advice for gas-powered cars—stick to ones that have been on the market for at least two years. "Tesla and Nissan have been mass-producing electric cars for over a decade, and the Model 3 and Leaf have very few problems with batteries, electric motors, or charging," he says.

Remember: Complicated bells and whistles can cause trouble on both gas and electric cars. For example, problems with the Tesla Model X's fussy in-car electronics are partly why this pricey EV ($109,990 to $119,990) has below-average predicted reliability.

1 A CR Recommended EV (listed below) is likely to be more reliable than other models.

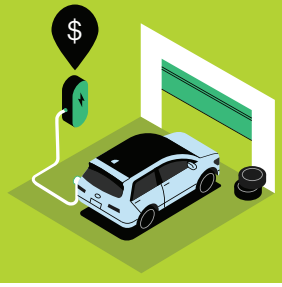
- BMW i4
- Genesis GV60
- Hyundai Ioniq 5
- Kia EV6
- Nissan Leaf
- Tesla Model 3

2 Local electric and gas costs affect possible EV savings. In this map, the darker the green, the more the balance favors EVs; the closer to red, the more it favors gas. For details, go to afdc.energy.gov/calc.



3 State tax breaks can add significant savings on top of federal incentives.

4 Some utilities offer discounted rates to people who charge EVs at home at certain times. Savings on home chargers are also available.



5 If an EV doesn't qualify for incentives, you might save by leasing instead of buying.

2 Calculate Your Fuel Savings

WHY IT MATTERS

The cost of the electricity to charge an EV is almost always hundreds of dollars less per year than the fuel expense for a similar gas-powered vehicle. But exactly how much can vary widely depending on the electricity rates and gas prices where you live. For example, electricity can cost twice as much per kilowatt-hour (kWh) in Connecticut as it does in Oregon.

HOW TO SAVE

Figuring out an EV's energy

3 Check for Tax Credits

WHY IT MATTERS
The Inflation Reduction Act (IRA), signed into law last year, expands some tax credits available to EV buyers but reduces or eliminates others. (For the latest about the program and eligibility, go to **CR.org/evcredits**.)

HOW TO SAVE
Credits of up to $7,500 depend on where the vehicle is made, its price, and the buyer's income. Now, used EVs can also get a tax credit of up to $4,000.

PRICE
To qualify, a new EV must have an MSRP of under $55,000 for sedans and wagons and $80,000 for SUVs, vans, and trucks (regardless of dealer discounts). "We are also seeing some automakers, such as Tesla, slash prices so that their EVs can qualify for the IRA incentives," says Quinta Warren, CR's associate director of sustainability policy.

WHERE ASSEMBLED
New vehicles assembled outside of North America—including the 2023 Hyundai Ioniq 5 and Kia EV6—aren't eligible for a tax credit. And buyers might get less than the full $7,500 credit depending on where an EV's batteries and electrical components come from. A car's window sticker shows where it was made.

INCOME
New-car buyers must have an annual adjusted gross income below $150,000 for single tax filers and $300,000 for married couples filing jointly.

4 Look for Rebates

WHY IT MATTERS
In addition to federal tax credits, EV buyers can potentially save thousands thanks to state tax breaks for car buyers, lower electric rates for EV owners to charge at home at certain times, or discounts on installing an at-home charger. As of July 2021, such incentives exist in 47 states and the District of Columbia, according to the National Conference of State Legislatures.

HOW TO SAVE
CR's Electric Vehicle Savings Finder (**CR.org/evsavings**) details what may be available to you based on where you live. For example, residents of Pasadena, Calif., might qualify for a $500 rebate from their utility company if they buy or lease their car from a local dealership, plus a $600 rebate and discounted electric rates depending on which charger they buy and when they plug in. EV owners in Orlando, Fla., can get $200 back from their power provider. And Massachusetts offers a generous $3,500 state tax credit on some EVs. "A recent CR survey showed that nearly half of Americans aren't aware of the incentives available to them," says Chris Harto, CR's senior policy analyst for transportation and energy. "Even if you live in a state you wouldn't think would have incentives, you may be surprised by what's available."

5 Consider Leasing

Dealers or leasing companies can get a $7,500 commercial incentive for each EV they lease even if it doesn't qualify for an incentive if sold to an individual. That means those leased vehicles aren't subject to most of the restrictions that apply to EV purchases.

HOW TO SAVE
If you make too much to qualify for a tax credit, the car you want is too expensive, or the vehicle isn't made in North America, consider leasing instead of buying. The dealership can pass its savings on to you by lowering the negotiated total vehicle price that the lease is based on. "If you're leasing a car, make sure to ask for an itemized bill of sale that shows where the tax credit has been applied," says Gabe Shenhar, associate director of CR's Auto Test Center. "And make sure the dealership hasn't raised the price to make up the difference."

UNCOVER HIDDEN SAVINGS

Don't leave money on the table. Go to **CR.org/evsavings** to see how much you could save with state and local incentives.

	ORLANDO, FL.	PASADENA, CA.	MIDDLEBORO, MA.
STATE CREDIT/REBATE	NA	$2,000	$3,500
UTILITY COMPANY EV CREDIT	$200	$500	NA
CHARGER CREDIT	NA	$600	$300
TOTAL SAVINGS:	**$200**	**$3,100**	**$3,800**

costs is a lot more complex than doing the same for a gas-powered car. But the Department of Energy's Alternative Fuels Data Center has an easy-to-use calculator at afdc.energy.gov/calc.

And it helps to keep a few general principles in mind. For example, if you live somewhere with high gas prices and low electricity costs, such as the West Coast, an EV will almost always be less expensive to run than a conventional car or hybrid. But in New England, where gas prices are lower and electricity prices are generally higher than out West, those savings may be negligible and tilt the balance in favor of a gas-electric hybrid with a less expensive purchase price.

"Depending on local gas and electricity costs, hybrids might make better financial sense than EVs for some buyers, especially because many have outstanding long-term reliability," Fisher says.

Before deciding whether to buy an EV, see if your utility company offers discounted "off-peak" charging or if free charging is available at work or in your neighborhood. Some automakers, including Hyundai, Kia, Toyota, and Volkswagen, offer free access to certain high-speed public chargers for a few years after a vehicle purchase.

Gas vs. Electric
SAVINGS SHOWDOWN

We put four popular, well-equipped EVs against evenly matched gas or hybrid competitors to see how much you'll pay in gas or electricity (if you charge at home) to drive 12,000 miles a year. Then, after accounting for tax credits, we compared overall costs in different states that are representative of national energy price

SMALL CARS

Toyota Corolla Hybrid

$25,145

82 OVERALL SCORE

Nissan Leaf SV Plus

$33,385 FACTORING IN FEDERAL TAX CREDIT OF **$3,750**

70 OVERALL SCORE

THE WINNER

Toyota Corolla Hybrid

The Tennessee-built Nissan Leaf SV Plus qualifies for at least $3,750 in federal tax credits and maybe state credits, too. But it costs so much more than a Corolla Hybrid up front that there's no situation in which the Nissan EV makes up for its cost premium over the Toyota hybrid in tax and fuel savings alone. That's largely because the Corolla Hybrid is so efficient, getting 48 mpg overall in our tests. Note that in some states, a base-model Leaf costs less up front to purchase than a Corolla Hybrid after tax incentives, saving money right away, but it has a much shorter driving range than the Leaf Plus.

	CALIFORNIA	MASSACHUSETTS	FLORIDA
▲ COST TO FUEL FOR ONE YEAR*	$1,094 / $948	$864 / $978	$758 / $529
▲ STATE TAX INCENTIVE	$2,000	$3,500	NA

SPORTS SEDANS

BMW 330i xDrive

$52,995

85 OVERALL SCORE

Tesla Model 3 (AWD)

$50,240 FACTORING IN FEDERAL TAX CREDIT OF **$3,750**

78 OVERALL SCORE

THE WINNER

Tesla Model3 (AWD)

The Tesla Model 3 isn't just quicker and greener than a comparably equipped BMW 3 Series—it also costs less. After a federal tax credit, an all-wheel-drive Model 3 could save buyers at least $2,755 at the time of purchase, and those savings would continue every time you plug it in, adding up to about $8,000 over a five-year period. Although the Tesla's choppy ride and distracting in-car controls hurt its Overall Score, the Model 3 is still an excellent choice. "The Model 3 is packed with technology, and its quick acceleration and nimble handling put many sports cars to shame," says CR's Jake Fisher. "So the significant savings from lower fueling costs are just the icing on the cake."

	CALIFORNIA	MASSACHUSETTS	FLORIDA
▲ COST TO FUEL FOR ONE YEAR*	$1,963 / $918	$1,820 / $946	$1,556 / $512
▲ STATE TAX INCENTIVE	NA	$3,500	NA

PHOTOS, THIS SPREAD: MANUFACTURERS; JOHN POWERS/CONSUMER REPORTS

Note: Calculations assume that buyers will qualify for the most common federal and state tax credits and that qualifying vehicles will at least be eligible for a $3,750 partial federal tax credit. Source: Gas prices: AAA; electricity prices: U.S. Energy Information Administration; MPG ratings: CR; EV efficiency ratings: fueleconomy.gov.

trends. From these charts, you can get a sense of whether an EV could save you money. EVs can also cost less to repair and maintain, but we haven't included those savings here because the exact amount will differ from model to model. Where possible, we included vehicles from CR's list of recommended EVs.

Fuel and Energy Prices for States in Our Comparisons

	CALIFORNIA	MASSACHUSETTS	FLORIDA
REGULAR ($/GAL)	$4.38	$3.46	$3.03
PREMIUM ($/GAL)	$4.74	$4.40	$3.76
ELECTRICITY ($/KWH)	$0.25	$0.26	$0.14

GAS

ELECTRIC

SMALL SUVs

Hyundai Tucson Hybrid

$33,194

83 OVERALL SCORE

Hyundai Ioniq 5

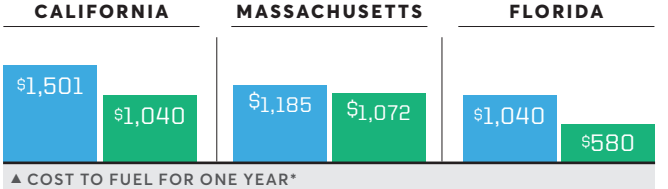
$51,020 NO FEDERAL TAX INCENTIVE

76 OVERALL SCORE

THE WINNER

Hyundai Tucson Hybrid

If you're buying a small SUV, it might make sense to shop for a hybrid instead of a pure EV. We like the Tucson Hybrid, which gets 35 mpg overall. "Small SUVs are the heart of the market, but consumers don't really have an affordable, reliable choice when it comes to buying an electric version," Fisher says. (The Chevrolet Bolt EUV and Volkswagen ID.4 cost less than the Hyundai Ioniq 5, but reliability issues mean they're not CR Recommended.) The Ioniq 5 isn't made in the U.S., so it doesn't qualify for a federal tax credit, although state tax credits help. Leasing could make the Ioniq 5 more affordable, too.



▲ COST TO FUEL FOR ONE YEAR*

CALIFORNIA	MASSACHUSETTS	FLORIDA
$2,000	$3,500	NA

▲ STATE TAX INCENTIVE

PICKUP TRUCKS

Ford F-150 Hybrid

$69,935

45 OVERALL SCORE

Ford F-150 Lightning Extended Range

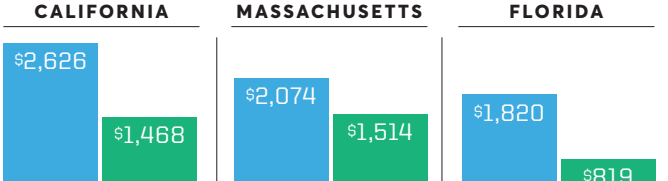
$80,889 NO FEDERAL TAX INCENTIVE

65 OVERALL SCORE

THE WINNER

Ford F-150 Lightning

If you live in a region with relatively high gas prices and low electricity costs, a well-equipped Ford F-150 Lightning Extended Range pickup truck might save you enough money on fuel alone to make buying a pricier EV a better choice than a similar hybrid version, which only gets 20 mpg overall. "Because pickups use so much gas, electrification can save truck buyers a substantial amount," according to Fisher. The Extended Range model's MSRP is just over the $80,000 limit to qualify for a federal tax credit, but a less-expensive version of the F-150 Lightning, which comes with a standard 240-mile-range battery, may be eligible for both federal and state credits, so you could start saving even sooner.



▲ COST TO FUEL FOR ONE YEAR*

CALIFORNIA	MASSACHUSETTS	FLORIDA
NA	NA	NA

▲ STATE TAX INCENTIVE

* Calculations are based on 48 mpg for the Toyota Corolla and 3.23 mi/kWh for the Nissan Leaf; 29 mpg for the BMW 330i and 3.33 mi/kWh for the Tesla Model 3; 35 mpg for the Hyundai Tucson and 2.94 mi/kWh for the Hyundai Ioniq 5; and 20 mpg for the Ford F-150 Hybrid and 2.08 mi/kWh for the Ford F-150 Lightning.

WORSE — BETTER

CR RECOMMENDED | CR GREEN CHOICE

JUST SAY NO TO THESE DEALERSHIP EXTRAS

Rustproofing. VIN etching. Extended warranties. Don't get talked into these pricey add-ons when you buy your next car.

BY BENJAMIN PRESTON

YOU MAY THINK the hard work is done once you've negotiated a good price on a new car. But before you can leave, you'll have to sign paperwork in the dealership's finance and insurance (F&I) office. And that's where things can get tricky. In addition to discussing payment terms, the F&I rep may push various add-ons, such as rust protection and tire warranties. Those extras can add a whole lot to the price of the car. According to Alain Nana-Sinkam, senior vice president of business development at TrueCar, a company that tracks the auto industry and is a CR partner, profit margins for dealerships are probably slimmer than you think. F&I is where they can make the real money.

Some salespeople may even tell you that you have to pay for paint protectant or some other extra that has already been added to the car. But, says Gabe Shenhar, associate director at Consumer Reports' Auto Test Center, "If you didn't ask for an add-on, you don't have to pay for it, even if the car already has it."

VIN ETCHING

WHAT IT IS: Engraving the car's VIN, or vehicle identification number, into the windows to deter vehicle theft and assist in vehicle recovery, if stolen. Dealers may even say they are required by law to offer it. That may be true, but you are not required to take it—or to pay for it.

HOW MUCH IT COSTS: Between $200 and $300, based on CR's experience. Some dealers will sell the car pre-etched and attempt to later upsell this unnecessary service.

WHY YOU SHOULD SAY NO: It's unnecessary. All new cars have VINs stamped in multiple places, including under the hood and inside the doorjambs.

RUSTPROOFING AND MORE

WHAT THEY ARE: "Protective" coatings that are sold as a way to maintain paint luster and prevent underbody rust. Interior sprays are meant to improve stain resistance.

HOW MUCH THEY COST: Around $600 for paint protection and $800 for rustproofing, based on the experience of CR's car shoppers, though pricing may vary widely among dealers.

WHY YOU SHOULD SAY NO: The frame, exterior paint, and interior fabrics in today's new cars are designed to last a decade or longer, so extra protection isn't necessary. Periodic cleaning is all the car needs to look good for years.

ILLUSTRATION BY JOE DARROW

EXTENDED WARRANTY COVERAGE

WHAT IT IS: This insurance covers defects that could arise after the car is no longer covered by the factory warranty.

HOW MUCH IT COSTS: Prices vary widely, but on the high end they can easily add $2,000 or more to the total price of your car. And if you finance that charge, it will cost even more because of the interest you'll pay.

WHY YOU SHOULD SAY NO: Most new cars already come with factory-backed protection, which usually lasts several years and tens of thousands of miles. Powertrain warranties typically last longest and cover the vehicle's most expensive parts.

WHEEL AND TIRE WARRANTY

WHAT IT IS: Specific coverage for wheel and tire damage due to driving over curbs, potholes, and other road hazards.

HOW MUCH IT COSTS: Pricing varies. Chad Fritsche, a Chevrolet salesperson in Kentucky, says his dealership charges about $700 for the coverage.

WHY YOU SHOULD SAY NO: Most cars don't have the expensive low-profile tires that are more damage-prone. "If you're buying an $80,000 Corvette, it might be worth getting this coverage because those wheels are pricey," Fritsche says. (Check to see what your insurance covers.)

NITROGEN-FILLED TIRES

WHAT THEY ARE: The pitch is that nitrogen-filled tires are less susceptible to the pressure changes that come with fluctuations in temperature than tires filled with regular air. Some dealers will prefill tires with nitrogen, affixing green tire stem caps as proof that it has been done.

HOW MUCH THEY COST: Shenhar says he has had dealers try to tack on $400 for this.

WHY YOU SHOULD SAY NO: Air is mostly nitrogen anyway. Ryan Pszczolkowski, manager of CR's tire program, says all tires lose pressure over time, regardless of what's inside them.

PINSTRIPING AND OTHER EMBELLISHMENTS

WHAT THEY ARE: Add-ons like mud flaps, door edge guards, and decorative stripes along the side of the car that may be offered to personalize a vehicle, and increase dealer profit.

HOW MUCH THEY COST: Dealer-added items can pad the price by hundreds of dollars or more before factoring financing into the cost.

WHY YOU SHOULD SAY NO: Unless you specifically asked for something, you should refuse to pay for it, Shenhar says: "The car should be ready to go when it arrives from the factory. Just be sure floor mats, the window sticker, two sets of keys, and the owner's manual are included."

AUTO 2023 ISSUE

NEW CAR RATINGS

HYUNDAI SANTA FE

CR'S INDEPENDENT VEHICLE ratings of more than 230 vehicles, organized by Overall Score, price range, and vehicle category, provide a quick reference guide for consumers. Each year we anonymously buy 40 to 50 new-to-the-market or fully redesigned models and evaluate them at our track and on nearby public roads. To calculate each vehicle's Overall Score, we assess factors including performance, fuel economy, and comfort. We also consider reliability and owner satisfaction from our exclusive Annual Auto Surveys of CR members. Because safety is always a CR priority, models that come standard with key safety features are awarded extra points.

BY JONATHAN LINKOV

Read the First Drives, our initial impressions of some of the new vehicles we haven't finished testing, at **CR.org/cars**

ILLUSTRATION BY LISA SHEEHAN

HOW TO READ THE RATINGS

Recommended Vehicles, indicated with a check mark (✔), are the models with the highest Overall Scores that meet the threshold in their category.

Make + Model reflects the vehicle we tested and its engine displacement. The letter E identifies the model as an electric vehicle (EV) and H denotes a hybrid.

The Green Choice designation is awarded to the 2023 models that are in the top 20 percent of vehicles with the cleanest emissions, according to the Environmental Protection Agency. These are identified with a 🌿.

Overall Score reflects a vehicle's performance in our road tests, the latest reliability and owner satisfaction results from CR's exclusive Annual Auto Surveys, and the availability of these crash-prevention systems: automatic emergency braking (AEB) with pedestrian detection and at highway speeds, blind spot warning (BSW), rear cross traffic warning (RCTW), and driver monitoring. We also factor in results from government and insurance industry crash tests.

Survey Results reflect findings from our Annual Auto Surveys completed by CR members.

Predicted Reliability is our forecast of how well a model will hold up based on problems our members reported in CR's Annual Auto Surveys, which cover more than 300,000 vehicles.

Owner Satisfaction is based on the percentage of surveyed owners who said they would definitely buy the same car again. To determine reliability and owner satisfaction predictions, we use a model's latest three years of data, provided it hasn't been redesigned or significantly updated. In cases where we have insufficient survey response, or when a model is all new or redesigned, we use our expert judgment based on the track record of the brand and similar models.

Road-Test Results include the test findings we think are the most relevant to buyers. We buy 40 to 50 vehicles each year, driving them for thousands of miles as we put them through multiple tests and evaluations. The results make up our road-test score. Some tests, such as those for braking and fuel economy, are measured with instruments. Categories such as seat and ride comfort, noise, and fit and finish are graded by our experts. The usability rating is a combination of our testers' assessments of the ease of performing everyday driving tasks, cockpit ergonomics, and interface design. Energy consumption of EVs is expressed in miles-per-gallon equivalent (MPGe), and for plug-in hybrids it's listed in electric and gas modes. Range is the distance in miles covered by a full tank of gas or when fully charged.

Advanced Safety identifies whether a vehicle has automatic emergency braking that operates at highway speeds (AEB, highway); a pedestrian detection system (AEB, pedestrian); blind spot warning (BSW); and rear cross traffic warning (RCTW). Each feature must be standard on all trims to gain extra points for the Overall Score. We use S to indicate the system is standard; O means it's available on some versions. A dash (–) means no system is offered.

Why Certain Vehicles Aren't in the Charts
Some models aren't included here because they're brand-new or have been redesigned or extensively freshened since our last test, and we have yet to purchase them or complete testing. These autos will appear in future road tests: the BMW iX and X1; Honda Accord, CR-V Hybrid, and Pilot; Kia Niro EV; Range Rover Sport; Lexus RX; Lucid Air; Nissan Ariya and Z; Rivian R1S; Subaru Solterra; and Toyota bZ4X, Crown, Prius, and Sequoia.

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort, front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
UNDER $20,000																		
SEDANS																		
Nissan Versa 1.6L 🌿	59			64	32	345	/						52.5	9.6	130	S	S	O
Kia Rio 1.6L	55			64	33	400	/						54.5	9.6	131	O	O	–
HATCHBACKS																		
✔ **Nissan Kicks** 1.6L	61			67	32	340	/						51.5	10.5	137	S	S	S
Hyundai Venue 1.6L	57			64	32	380	/						55.5	8.9	125	S	O	O
Mitsubishi Mirage 1.2L	35			35	37	345	/						52.5	12.1	138	S	–	–

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort front/rear	Usability	Noise	Ride	Fit+finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
$20,000–$25,000																		
SEDANS																		
✓ **Toyota Corolla Hybrid** 1.8H	82	⇈	I	75	48	550	I / I	^	I	^	I	^	53.0	10.3	142	S	S	O
✓ **Toyota Corolla** 2.0L	77	⇈	I	74	36	470	I / I	^	I	^	I	^	53.0	8.7	134	S	S	O
✓ **Subaru Impreza** 2.0L	76	I	I	86	30	400	I / ^	⇈	^	^	I	^	56.0	9.5	124	O	O	O
✓ **Honda Civic** 2.0L	74	^	I	74	33	405	^ / ^	⇈	v	I	I	^	56.5	9.7	129	S	S	O
✓ **Mazda3** 2.5L	74	I	I	77	30	400	^ / I	I	^	^	^	^	54.0	7.7	125	S	S	O
✓ **Hyundai Elantra Hybrid** 1.6H	73	I	I	85	48	530	I / I	⇈	I	^	I	^	54.0	8.7	127	S	O	S
✓ **Volkswagen Jetta** 1.5T	72	I	v	81	34	440	^ / ^	⇈	^	^	I	^	52.0	9.0	135	S	S	O
Hyundai Elantra 2.0L	65	v	I	79	33	405	I / I	⇈	I	I	I	^	55.5	7.9	128	S	O	S
Kia Forte 2.0L	62	I	v	71	34	475	I / I	⇈	v	v	I	^	53.0	8.3	131	S	S	O
Nissan Sentra 2.0L	48	⇊	v	83	32	400	I / ^	⇈	^	^	^	^	55.5	8.5	129	S	S	S
HATCHBACKS																		
✓ **Kia Soul** 2.0L	69	I	I	77	28	395	^ / ^	⇈	I	v	I	^	55.0	8.8	120	S	S	O
✓ **Toyota Corolla Hatchback** 2.0L	68	I	v	70	36	470	^ / v	^	I	I	I	^	53.5	8.7	129	S	S	O
$20,000–$30,000																		
SUVs																		
✓ **Subaru Crosstrek** 2.0L	84	^	^	88	29	480	I / ^	⇈	^	^	I	^	54.5	10.2	125	O	O	O
✓ **Toyota Corolla Cross** 2.0L	77	⇈	v	69	28	370	I / I	^	I	I	I	I	58.0	9.3	128	S	S	O
✓ **Honda HR-V** 2.0L	73	^	I	70	27	380	I / ^	⇈	I	I	I	I	54.0	11.1	130	S	S	O
✓ **Chevrolet Trailblazer** 1.3T	70	^	v	68	27	360	I / ^	^	I	I	I	I	54.0	9.5	133	S	–	O
✓ **Kia Seltos** 2.0L	70	I	⇊	73	28	365	I / ^	⇈	v	v	I	^	55.0	9.0	128	S	S	O
Mazda CX-30 2.5L	64	I	I	65	27	340	^ / I	I	I	I	^	^	54.0	8.7	133	S	S	O
Hyundai Kona 2.0L	59	v	v	72	26	340	^ / I	⇈	I	I	I	^	56.0	11.1	129	S	O	S
Jeep Renegade 1.3T	40	v	⇊	56	24	300	I / I	^	I	v	I	I	51.5	9.9	130	–	O	S
Fiat 500X 1.3T	38	v	⇊	49	23	290	I / I	^	v	v	I	I	52.5	9.8	130	S	S	O
Volkswagen Taos 1.5T	37	⇊	⇊	75	26	380	^ / ⇈	^	^	I	I	^	53.0	9.4	130	S	S	O
$25,000–$35,000																		
SEDANS																		
✓ **Toyota Camry Hybrid** 2.5H	90	^	^	94	47	610	^ / ^	⇈	^	^	^	^	54.5	7.8	138	S	S	O
✓ **Toyota Camry** 2.5L	82	^	^	88	32	515	^ / ^	⇈	^	^	^	^	53.5	8.0	126	S	S	O
✓ **Nissan Altima** 2.5L	82	^	v	83	31	495	^ / ^	⇈	^	I	^	I	53.5	7.6	131	S	S	S
✓ **Kia K5** 1.6T	81	^	I	84	32	510	^ / ⇈	⇈	^	^	^	^	53.5	7.7	130	S	S	S

① Miles-per-gallon equivalent (MPGe) ② Miles per gallon while running on gas engine.

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort front/rear	Usability	Noise	Ride	Fit+finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
SEDANS *Continued*																		
✓ **Hyundai Sonata** 2.5L	80	▲	●	83	31	485	▲ / ▲	▲	▲	●	▲	▲	56.0	7.5	127	S	S	S
✓ **Subaru Legacy** 2.5L	80	●	●	89	28	515	▲ / ▲	▲	▲	▲▲	▲	▲	54.5	8.9	131	S	S	O
✓ **Hyundai Sonata Hybrid** 2.0H	79	▲	●	81	44	690	▲ / ▲	▲	▲	●	▲	▲	54.0	8.0	135	S	S	S
Chevrolet Malibu 1.5T	62	▼	▼	81	29	370	● / ▲	▲▲	▲	▲	●	▲	53.0	8.4	130	S	O	O
HATCHBACK																		
✓ **Kia Niro** 1.6H	79	●	▲	83	45	500	▲ / ▲	▲	●	●	●	●	55.0	8.9	133	S	S	S
SPORTS CARS																		
✓ **Mini Cooper S** 2.0T	82	▲▲	●	80	30	320	▲ / ▼▼	●	●	●	▲	▲▲	56.0	7.2	130	S	–	–
✓ **Mazda MX-5 Miata** 2.0L	82	▲▲	▲▲	80	34	400	● / –	●	▼▼	▼	●	▲▲	57.5	6.7	124	–	–	S
✓ **Subaru BRZ** 2.4L	78	●	▲▲	86	27	360	▲ / ▼▼	▲▲	▼	●	●	▲▲	60.0	6.3	117	O	O	O
✓ **BMW 230i** 2.0T	77	●	▲	85	31	425	▲▲ / ▼▼	●	▲	●	▲	▲▲	56.0	6.4	128	S	O	S
✓ **Toyota GR86** 2.4L	76	●	▲▲	83	28	375	▲ / ▼▼	▲▲	▼	▼	●	▲▲	59.0	6.3	119	O	O	O
✓ **Honda Civic Si** 1.5T	74	▲	●	74	32	390	▲ / ▲	▲▲	▼	▼	▲	▲▲	57.5	7.3	134	S	S	O
Volkswagen Golf GTI 2.0T	65	▼	●	85	28	365	▲ / ●	▼▼	▲	●	▲	▲▲	56.0	6.4	127	S	S	S
Subaru WRX 2.4T	63	▼	▲	83	25	420	▲ / ●	▲	▼	▼	●	▲▲	59.0	5.8	124	O	O	O
SUVs																		
✓ **Subaru Forester** 2.5L	87	▲	▲	90	28	465	▲ / ▲▲	▲▲	●	▲	▲	▲	53.0	9.2	130	S	S	O
✓ **Subaru Crosstrek Hybrid** 2.0H+E	85	▲	▲	82	99 [1] / 33 [2]	455	▲ / ▲	▲▲	●	▲	▲	▲	53.0	9.0	129	S	S	S
✓ **Honda CR-V** 1.5T	84	▲	▲	88	26	360	▲ / ▲▲	▲▲	▲	▲	●	▲	54.0	8.8	129	S	S	S
✓ **Hyundai Tucson Hybrid** 1.6T+H	83	●	▲	94	35	480	▲ / ▲▲	▲	▲	▲	▲	▲	53.0	7.7	132	S	S	S
✓ **Nissan Rogue** 1.5T	81	▲	▼	81	25	360	▲ / ▲	▲▲	▲	●	▲	▲	56.0	9.1	134	S	S	S
✓ **Kia Sportage Hybrid** 1.6T+H	80	●	●	85	36	490	▲ / ▲▲	▲	▲	▲	▲	▲	52.0	7.7	139	S	S	O
✓ **Mazda CX-50** 2.5L	78	▲	●	78	24	375	▲ / ▲	●	▲	●	▲	▲	53.0	9.3	131	S	S	S
✓ **Toyota RAV4 Hybrid** 2.5H	78	▲	●	80	37	540	▲ / ▲	▲	●	●	●	▲	52.0	7.8	139	S	S	O
✓ **Hyundai Tucson** 2.5L	77	●	●	85	26	370	▲ / ▲▲	▲▲	▲	▲	▲	▲	53.0	9.6	130	S	S	S
✓ **Mazda CX-5** 2.5L	77	▲	●	77	24	370	▲ / ▲	●	▲	▲	▲	▲	54.0	8.6	133	S	S	S
✓ **Kia Sportage** 2.5L	74	●	▼	77	25	355	▲ / ▲▲	▲	▲	▲	▲	▲	55.5	10.0	134	S	S	O
✓ **Ford Escape Hybrid** 2.5H	73	●	●	85	34	485	● / ▲	▲▲	▲	●	●	▲	51.0	8.3	128	S	S	S
✓ **Mitsubishi Outlander** 2.5L	72	▲	●	71	25	360	▲ / ▲	▲▲	●	▼	▲	▲	51.0	9.8	133	S	S	S
✓ **Toyota RAV4** 2.5L	72	▲	▼	73	27	395	▲ / ▲	▲	▼	●	●	▲	54.0	8.3	131	S	S	O
✓ **Chevrolet Equinox** 1.5T	67	●	●	77	25	385	▲ / ▲	▲▲	▲	▲	●	▲	53.0	9.6	132	S	–	O
✓ **Buick Encore GX** 1.3T	65	●	▼	68	26	340	● / ●	▲	●	●	▲	▲	54.5	9.4	126	S	–	O
Volkswagen Tiguan 2.0T	59	▼	▼	84	25	380	▲ / ▲▲	▲	▲	▲	▲	▲	52.0	10.3	131	S	S	O

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort front/rear	Usability	Noise	Ride	Fit+finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
SUVs *Continued*																		
Ford Escape 1.5T	59	↓	↓	74	26	405	– / ↑	↑↑	–	–	–	↑	53.0	8.9	128	S	S	S
Ford Bronco Sport 1.5T	57	↓	–	75	25	395	↑ / ↑	↑↑	–	–	↑	↑	53.5	8.9	126	S	S	S
Mitsubishi Eclipse Cross 1.5T	56	–	↓	61	24	380	– / ↑	–	–	–	–	–	52.5	9.9	132	S	O	O
SMALL PICKUP TRUCKS																		
✓ **Ford Maverick Hybrid** 2.5H	80	↑	↑↑	82	37	505	↑ / –	↑↑	↑	–	–	↑	51.5	8.3	129	S	S	O
✓ **Ford Maverick** 2.0T	78	↑	↑	78	23	380	↑ / –	↑↑	–	–	–	↑	52.5	7.1	127	S	S	O
Hyundai Santa Cruz 2.5T	64	↓	↑	77	24	425	↑ / –	↑↑	↑	↑	↑	↑	51.5	6.6	132	S	O	S
$35,000–$45,000																		
ELECTRIC CARS																		
✓ **Nissan Leaf SV Plus** E	70	–	–	73	104 [1]	212	↑ / –	↑	↑	–	–	–	52.5	7.0	139	S	S	S
Chevrolet Bolt E	49	↓↓	–	78	120 [1]	259	– / –	↑	↑↑	–	–	↑	53.0	6.8	138	S	–	O
Chevrolet Bolt EUV E	45	↓↓	↑	80	115 [1]	247	– / ↑	↑	↑↑	↑	–	–	53.0	7.2	137	S	O	O
Hyundai Kona Electric E	41	↓↓	–	76	120 [1]	258	↑ / –	–	↑	–	–	↑	53.5	6.6	135	S	O	S
SEDANS																		
✓ **Nissan Maxima** 3.5L	78	↑	↓	80	25	455	↑↑ / –	↑↑	↑	–	↑↑	↑	53.0	6.5	132	S	S	S
✓ **Acura Integra** 1.5T	77	↑	↑	79	31	380	↑ / ↑	↑↑	–	–	↑	↑	57.0	7.7	129	S	S	S
✓ **Chrysler 300** 3.6L	77	↑	↑↑	81	22	415	↑↑ / ↑↑	↑	↑↑	↑↑	↑↑	↑	50.0	7.4	137	–	O	O
✓ **Volkswagen Arteon** 2.0T	77	–	–	89	24	425	↑ / ↑	↑↑	↑	↑	↑	↑	53.5	7.9	125	S	S	S
✓ **Chrysler 300** 5.7L	76	↑	↑↑	81	20	385	↑↑ / ↑↑	↑	↑↑	↑	↑↑	↑	49.5	6.1	134	–	O	O
✓ **Dodge Charger** 5.7L	76	↑	↑	80	20	370	↑↑ / ↑	↑↑	↑↑	↑	↑	↑	50.5	6.1	128	–	O	O
✓ **Dodge Charger** 3.6L	76	↑	↑	80	22	415	↑↑ / ↑	↑↑	↑	↑	↑	↑	52.0	7.4	134	–	O	O
✓ **Audi A3** 2.0T	75	–	–	85	31	445	↑↑ / ↓	↑	↑	–	↑	↑	55.5	6.8	120	S	S	O
✓ **BMW 228i Gran Coupe** 2.0T	70	–	↑	76	27	360	↑↑ / ↓	–	↑	–	↑	↑	51.0	7.2	132	S	O	S
✓ **Genesis G70** 2.0T	70	–	↑↑	73	23	360	↑ / ↓↓	↑	↑	↑	↑↑	↑↑	56.5	7.8	137	S	S	S
✓ **Lexus IS300** 3.5L	70	↑	–	67	22	390	↑ / ↓	–	↑	–	↑↑	↑	55.0	6.1	129	S	S	S
✓ **Kia Stinger** 2.5T	69	–	–	73	23	365	↑↑ / –	↑	↑	–	↑	↑↑	53.5	7.5	132	S	S	S
Cadillac CT4 2.0T	64	↓	↓	78	25	445	↑↑ / ↓	↑	↑	–	↑	↑↑	55.0	7.4	129	S	O	S
Mercedes-Benz CLA250 2.0T	48	↓	↓	66	27	365	↑ / ↓↓	↓↓	↑	↓	↑↑	↑	56.0	6.6	131	S	S	S/O
SPORTS CARS																		
Ford Mustang 5.0L	68	–	↑	84	19	305	↑ / ↓↓	↑	–	–	↑	↑↑	54.5	4.9	121	O	O	O
Dodge Challenger 5.7L	64	–	↑↑	70	20	370	↑ / ↓	↑	–	–	↑	↑	51.5	5.5	119	–	–	O
Ford Mustang 2.3T	63	–	↑	76	25	380	↑ / ↓↓	↑	–	–	↑	↑↑	52.5	6.4	125	O	O	O
Chevrolet Camaro 6.2L	60	↓	–	85	20	355	↑ / ↓↓	↑	–	–	↑	↑↑	56.0	4.4	112	–	–	O

[1] Miles-per-gallon equivalent (MPGe) [2] Miles per gallon while running on gas engine.

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
2-ROW SUVs																		
✓ **Hyundai Santa Fe Hybrid** 1.6T+H	88	▲	●	88	30	530	▲ / ▲▲	▲	▲	▲	▲	▲	51.0	8.3	130	S	S	S
✓ **Toyota RAV4 Prime** 2.5H+E	81	●	▲▲	85	94 ① / 34 ②	540	▲ / ▲	▲	▲	▲	▲	▲	51.0	6.3	142	S	S	S
✓ **Subaru Outback** 2.4T	80	●	●	89	24	440	▲▲ / ▲	▲	▲	▲▲	▲	▲	54.0	7.1	132	S	S	O
✓ **Toyota Venza** 2.5H	80	▲	▲	79	37	535	▲ / ▲	▼	▲	▲	▲	▲	51.0	7.8	137	S	S	S
✓ **Ford Edge** 2.0T	78	▲	●	81	22	405	▲ / ▲▲	▲	▲	▲	▲	▲	52.0	7.7	129	S	S	S
✓ **Acura RDX** 2.0T	77	▲	▼	80	22	375	▲▲ / ▲	▼	▲	●	▲	▲	52.0	7.0	127	S	S	S
✓ **Honda Passport** 3.5L	76	▲	●	76	21	400	▲ / ▲	▲	▲	●	▲	●	53.5	6.4	135	S	S	S
✓ **Audi Q3** 2.0T	75	●	▼	82	23	365	▲▲ / ▲	▲	▲	▲	▲	▲	52.5	7.8	126	S	S	S
✓ **Lexus UX250h** 2.0H	75	▲	●	75	37	395	▲ / ▼	●	▲	▲	▲	▲	54.0	8.8	137	S	S	S
✓ **Mini Cooper Countryman** 2.0T	75	●	▲	81	25	405	▲▲ / ▲	●	●	●	▲	▲▲	53.0	8.3	120	S	–	–
✓ **Chevrolet Blazer** 3.6L	75	▲	●	78	19	420	▲ / ▲	▲▲	▲	▲	▲	▲	54.5	6.4	130	S	O	O
✓ **Nissan Murano** 3.5L	74	▲	●	74	21	395	▲ / ▲	▲	▲	▲	▲▲	●	50.5	7.7	131	S	S	S
✓ **Hyundai Santa Fe** 2.5L	73	●	●	76	24	450	▲ / ▲▲	▲	●	●	▲	▲	54.5	10.0	126	S	S	S
✓ **Buick Envision** 2.0T	73	●	▲	77	23	370	▲ / ▲	▲	▲	▲	▲	●	55.0	7.5	127	S	O	S
✓ **Volvo XC40** 2.0T	68	●	●	70	24	335	▲▲ / ▲	▼▼	▲	●	▲	▲	54.0	7.3	132	S	S	S
✓ **Volkswagen Atlas Cross Sport** 2.0T	68	●	▼▼	77	21	380	▲ / ▲▲	▲	▲	▲	▲	▲	52.0	8.7	131	S	S	S
Jeep Cherokee 2.0T	64	●	▼	67	23	360	▲ / ▲	▲	●	●	▲	●	53.0	7.5	129	–	S	S
Mercedes-Benz GLB250 2.0T	56	▼	▼▼	81	26	415	▲ / ▼	▼▼	▲	▲	▲	▲	54.5	6.8	125	S	S	S/O
Jeep Grand Cherokee 3.6L	55	▼	●	73	20	465	▲ / ▲	●	▲	▲	▲	●	51.5	7.8	138	S	S	S
Mercedes-Benz GLA250 2.0T	53	▼	▼▼	75	27	360	▲ / ●	▼▼	▲	●	▲	▲	54.0	6.8	133	S	S	S/O
Ford Bronco 2.7T	52	●	▲	51	18	385	▲ / ●	▲	▼	●	●	●	51.5	7.0	149	S	S	O
Jeep Wrangler 3.6L	25	▼	●	34	18	395	● / ●	▲	▼	▼	●	▼	49.0	7.3	144	–	O	O
3-ROW SUVs																		
✓ **Kia Telluride** 3.8L	87	●	▲▲	92	21	390	▲ / ▲▲	▲	▲▲	▲	▲	●	53.5	7.2	127	S	S	S
✓ **Toyota Highlander Hybrid** 2.5H	86	▲	▲	86	35	590	▲ / ▲▲	▲	▲	▲	▲	▲	49.5	8.0	141	S	S	S
✓ **Toyota Highlander** 2.4T	80	▲	▲	82	22	400	▲ / ▲▲	▲	▲	▲	▲	●	52.0	7.7	133	S	S	O
✓ **Hyundai Palisade** 3.8L	80	●	▲	85	21	395	▲ / ▲▲	▲	▲▲	▲	▲	●	52.5	7.1	132	S	S	S
✓ **Chevrolet Traverse** 3.6L	78	●	●	90	20	435	▲ / ▲▲	▲▲	▲	▲	▲	▲	50.5	7.3	130	S	O	O
✓ **Subaru Ascent** 2.4T	76	●	●	90	22	420	▲ / ▲▲	▲▲	▲	▲▲	▲	●	52.0	8.0	129	S	S	O
✓ **Kia Sorento Hybrid** 1.6T+H	75	●	●	86	28	500	▲ / ▲	▲	▲	▲	▲	▲	53.0	8.1	132	S	S	S
✓ **Mazda CX-9** 2.5T	74	●	●	77	22	450	▲ / ▲▲	●	▲	▲	▲	▲	50.0	7.9	139	S	S	S
✓ **Volkswagen Atlas** 3.6L	71	●	▼	80	20	370	▲ / ▲▲	▲	▲	▲	▲	▲	51.0	8.7	135	S	S	S

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort front/rear	Usability	Noise	Ride	Fit +finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
3-ROW SUVs *Continued*																		
Dodge Durango 3.6L	63			78	18	445							48.0	8.3	134	–	O	S
Toyota 4Runner 4.0L	59			53	17	400							46.0	7.7	131	S	S	S
Jeep Grand Cherokee L 3.6L	53			71	19	445							50.5	8.8	141	S	S	S
Ford Explorer 2.3T	49			74	21	370							51.5	7.4	136	S	S	S
Nissan Pathfinder 3.5L	45			81	21	385							52.5	7.6	138	S	S	S
Kia Sorento 2.5T	45			82	25	435							52.5	6.5	133	S	S	S
MINIVANS																		
✓ **Kia Carnival** 3.5L	84			85	21	395							52.0	8.4	129	S	S	S
✓ **Toyota Sienna** 2.5H	81			84	36	650							50.0	8.2	148	S	S	S
✓ **Honda Odyssey** 3.5L	77			83	22	425							50.0	8.1	136	S	S	S
Chrysler Pacifica 3.6L	63			81	21	390							51.0	8.0	136	S	S	S
Chrysler Pacifica Hybrid 3.6H+E	46			86	84 [1]/ 27 [2]	470							48.5	8.3	145	S	S	S
MIDSIZED PICKUP TRUCKS																		
✓ **Honda Ridgeline** 3.5L	76			83	20	380							53.5	7.3	134	S	S	O
Ford Ranger 2.3T	54			55	20	360							47.0	7.4	143	S	S	O
Toyota Tacoma 3.5L	52			42	19	405							46.0	8.2	146	S	S	O
Nissan Frontier 3.8L	52			67	18	370							52.0	7.5	128	S	S	O
Jeep Gladiator 3.6L	36			52	18	400							49.5	7.8	135	–	O	O
$45,000–$65,000																		
ELECTRIC VEHICLES																		
✓ **Kia EV6** E	91			90	105 [1]	282							54.5	4.7	126	S	S	S
✓ **Genesis GV60** E	84			91	95 [1]	248							54.5	5.1	131	S	S	S
✓ **BMW i4** E	84			94	96 [1]	271							55.5	3.5	129	S	O	S
✓ **Tesla Model 3** E	78			82	130 [1]	358							55.0	5.3	133	S	S	–
✓ **Hyundai Ioniq 5** E	76			91	98 [1]	256							53.0	4.7	131	S	S	S
Tesla Model Y E	73			90	121 [1]	330							54.5	4.7	121	S	S	–
Audi Q4 E-Tron E	67			86	95 [1]	236							52.5	5.9	133	S	S	S
Ford Mustang Mach-E E	66			78	90 [1]	277							52.0	5.3	136	S	S	S
Volkswagen ID.4 E	65			83	93 [1]	255							52.5	5.8	134	S	S	S
Polestar 2 E	53			72	89 [1]	260							55.5	4.4	123	S	S	O
SEDANS																		
✓ **Lexus ES300h** H	86			91	42	550							53.0	8.3	135	S	S	S
✓ **BMW 330i** 2.0T	85			87	29	460							54.0	6.4	129	S	O	O

[1] Miles-per-gallon equivalent (MPGe) [2] Miles per gallon while running on gas engine.

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
SEDANS *Continued*																		
✓ **Lexus ES350** 3.5L	81	▲	▲	83	25	395	▲▲ / ●	▼	▲▲	▲▲	▲▲	▲	53.0	6.9	132	S	S	S
✓ **Audi A4** 2.0T	78	●	●	88	27	420	▲▲ / ●	●	▲▲	▲	▲▲	▲▲	53.5	6.3	135	S	O	O
✓ **Infiniti Q50** 3.0T	77	▲	▼	82	22	440	▲ / ●	●	▲	▲	▲▲	▲	56.0	5.7	126	–	S	S
✓ **Volvo S60** 2.0T	71	●	●	71	26	375	▲ / ●	▼	▲	●	▲	▲	53.5	7.3	125	S	S	S
Cadillac CT5 2.0T	63	▼	▼	76	24	410	▲▲ / ●	▲	▲	▲	▲▲	▲	54.0	7.7	127	S	O	S
Acura TLX 2.0T	61	●	▲	66	23	370	▲ / ●	▼	●	▲	▲	▲	54.0	6.5	136	S	S	O
Mercedes-Benz C300 2.0T	53	▼	●	75	29	495	▲▲ / ●	▼	▲	●	▲▲	▲▲	53.0	6.7	141	S	S	S/O
Alfa Romeo Giulia 2.0T	52	▼	▲	71	27	410	▲ / ●	▼	▲	▲	▲	▲▲	53.0	6.7	136	S	S	S
2-ROW SUVs																		
✓ **Lexus NX350h** 2.5H	87	▲▲	▲▲	84	38	550	▲ / ▲	▼	▲	▲	▲▲	▲	53.0	7.6	138	S	S	S
✓ **Lincoln Corsair** 2.0T	84	▲▲	●	80	23	365	▲ / ▲	▼	▲	▲	▲▲	▲	54.5	7.2	128	S	S	S
✓ **BMW X3** 2.0T	84	●	▲	90	24	410	▲▲ / ▲	●	▲▲	▲	▲▲	▲	50.5	7.7	128	S	O	S
✓ **Lincoln Nautilus** 2.7T	79	▲	●	78	18	340	▲ / ▲▲	●	▲▲	▲▲	▲▲	▲	53.5	7.2	128	S	S	S
✓ **Lexus NX350** 2.4T	77	▲	●	78	25	360	▲ / ▲	▼	▲	▲	▲▲	▲	53.5	7.2	127	S	S	S
✓ **Genesis GV70** 2.5T	76	●	▲▲	81	24	410	▲▲ / ▲	▼▼	▲	▲	▲▲	▲	54.5	7.5	135	S	S	S
✓ **Audi Q5** 2.0T	71	●	●	82	24	455	▲ / ▲	●	▲	▲	▲	▲	52.5	6.8	130	S	S	S
✓ **Infiniti QX50** 2.0T	69	●	▼▼	75	22	340	▲ / ▲	▼	▲	●	▲▲	●	55.5	7.2	129	S	S	S
✓ **Cadillac XT5** 3.6L	67	●	●	75	20	445	▲ / ▲	▲	▲▲	●	▲▲	▲	53.5	7.1	132	S	O	O
Volvo XC60 2.0T	64	▼	●	77	23	430	▲▲ / ▲	▼	▲	●	▲▲	▲	52.0	8.0	124	S	S	S
Cadillac XT4 2.0T	58	▼	▼	76	23	370	▲▲ / ●	▲	●	●	▲	▲	55.0	7.6	128	S	O	S
Alfa Romeo Stelvio 2.0T	54	▼	●	74	24	410	● / ●	▼	▲	▲	▲	▲▲	52.5	7.0	132	S	S	S
Jaguar E-Pace 2.0T	49	▼	▼	67	21	380	▲ / ▲	●	▲	●	▲	▲	54.0	7.9	129	S	S	S
Jaguar F-Pace 3.0T	48	▼	▼	69	20	330	▲▲ / ▲	●	●	●	▲	▲	50.5	6.0	129	S	S	S
Land Rover Discovery Sport 2.0T	43	▼	▼	57	21	370	▲ / ▲▲	●	●	▼	▲	●	50.5	8.6	136	S	S	O
Land Rover Range Rover Evoque 2.0T	42	▼	▼	56	20	350	▲ / ●	▼	▲	●	▲▲	▲	49.5	8.3	126	S	S	O
3-ROW SUVs																		
✓ **Buick Enclave** 3.6L	76	●	●	82	18	395	▲ / ▲▲	▲	▲▲	▲	▲	▲	53.5	7.4	130	S	O	S
✓ **Lexus GX460** 4.6L	75	▲▲	▲	66	17	385	▲▲ / ▲	▲	▲	▲	▲▲	●	48.0	7.5	136	S	S	S
✓ **Acura MDX** 3.5L	74	▲	▲	74	20	365	▲▲ / ▲▲	▼▼	▲	▲	▲▲	▲	53.5	7.4	139	S	S	S
✓ **GMC Acadia** 3.6L	66	●	▼	76	19	420	▲ / ▲▲	▲	▲	▲	▲	▲	53.5	6.8	130	S	O	S
Infiniti QX60 3.5L	62	▼	●	81	21	385	▲ / ▲	▲	▲	▲	▲▲	▲	52.5	6.7	138	S	S	S
Nissan Armada 5.6L	49	▼	▼	60	14	365	▲ / ▲	▲	▲▲	▲	▲▲	▼	50.5	6.7	133	S	S	S

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort front/rear	Usability	Noise	Ride	Fit+finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
FULL-SIZED PICKUP TRUCKS																		
✓ **Ram 1500** 5.7L	68	●	▲	83	17	440	▲ / ▲▲	▲	▲▲	▲	●	●	47.5	7.1	137	O	O	O
✓ **Ram 1500** 3.0D	68	●	▲	83	23	600	▲ / ▲▲	▲	▲	▲	●	●	47.0	8.8	138	O	O	O
Ford F-150 Lightning E	65	▼	▲▲	89	70 [1]	320	▲ / ▲▲	●	▲▲	▲	●	●	49.0	4.3	144	S	S	S
Rivian R1T E	63	▼	▲▲	87	70 [1]	328	▲ / ▲	▼▼	▲	▲	▲	▲	52.5	3.8	135	S	S	S
Toyota Tundra 3.4T	61	▼	▲	71	17	540	▲ / ▲▲	▲	▲	●	●	▼	48.0	6.3	140	S	S	O
Ford F-150 2.7T	58	▼	▲	75	19	485	▲ / ▲▲	▲	▲▲	●	●	▼	47.5	6.7	143	S	S	O
Nissan Titan 5.6L	55	▼	▼	70	16	405	▲ / ●	▲▲	▲	●	●	●	49.5	6.7	131	S	S	S
Chevrolet Silverado 1500 5.3L	50	▼▼	●	78	17	400	● / ▲▲	▲	▲	●	●	●	49.5	6.9	136	S	O	O
GMC Sierra 1500 5.3L	50	▼▼	●	78	17	400	● / ▲▲	▲	▲	●	●	●	49.5	6.9	136	S	O	O
Chevrolet Silverado 1500 3.0D	50	▼▼	●	78	23	560	● / ▲▲	▲	▲	●	●	▼	47.0	7.9	144	S	O	O
GMC Sierra 1500 3.0D	50	▼▼	●	78	23	560	● / ▲▲	▲	▲	●	●	▼	47.0	7.9	144	S	O	O
Ford F-150 Hybrid 3.5T+H	45	▼▼	▲	79	20	600	▲ / ▲▲	▲	▲▲	●	●	▼	48.0	6.3	141	S	S	O
$65,000–$75,000																		
SEDANS																		
✓ **Genesis G80** 2.5T	84	▲	▲	86	24	455	▲▲ / ▲▲	▼▼	▲▲	▲▲	▲▲	▲▲	55.5	6.8	128	S	S	S
✓ **BMW 530i** 2.0T	83	●	●	93	26	460	▲▲ / ▲	●	▲▲	▲▲	▲▲	▲	52.5	7.2	130	S	O	S
✓ **Audi A6** 2.0T	82	●	●	91	26	505	▲▲ / ▲▲	●	▲▲	▲	▲▲	▲	55.5	6.8	129	S	S	O
Mercedes-Benz E350 2.0T	61	▼	●	83	24	410	▲▲ / ●	▼▼	▲▲	▲	▲▲	▲▲	54.5	7.1	128	S	S	S/O
Volvo S90 2.0T	56	▼	●	71	23	360	▲▲ / ▲	▼	▲	●	▲▲	▲	52.5	7.2	130	S	S	S
SPORTS CARS																		
✓ **Chevrolet Corvette** 6.2L	87	●	▲▲	97	19	360	▲ / –	●	●	●	▲▲	▲▲	58.5	3.4	113	–	–	O
✓ **Toyota Supra** 3.0T	82	●	▲	91	27	365	▲ / –	●	▼	▼	▲	▲▲	56.0	4.6	115	S	O	O
✓ **Porsche 718 Boxster** 2.0T	78	●	▲	95	26	365	▲ / –	●	▼	▼	▲▲	▲▲	59.0	4.4	108	–	–	O/–
✓ **BMW Z4** 2.0T	76	●	▲	86	29	395	▲▲ / –	●	▼	▼▼	▲▲	▲▲	56.0	6.1	111	S	O	O
✓ **Audi TT** 2.0T	74	●	▲	84	26	375	▲▲ / ▼▼	▼	●	●	▲▲	▲▲	58.0	6.3	113	–	–	S/–
2-ROW SUVs																		
✓ **BMW X5** 3.0T	87	●	▲	94	23	495	▲▲ / ▲	●	▲▲	▲	▲▲	▲	52.0	6.0	129	S	O	S
✓ **Porsche Macan** 2.9T	73	●	▲	79	19	370	▲▲ / ▲	●	▲▲	●	▲▲	▲▲	51.0	6.4	130	S	S	O/–
Genesis GV80 3.5T	64	▼	▲	75	18	375	▲▲ / ▲	▼▼	▲▲	▲	▲▲	▲	51.5	6.0	129	S	S	S
Mercedes-Benz GLE450 3.0T	53	▼	●	76	20	455	▲▲ / ▲▲	▼▼	▲▲	▲	▲▲	●	51.5	6.0	132	S	S	S
Land Rover Range Rover Velar 2.0T	50	▼	▼	74	21	335	▲ / ▲	▼	▲	●	▲▲	▲	51.5	8.4	130	S	S	S
Land Rover Defender 3.0T	44	▼	▼	57	18	435	▲ / ▲	▼	▲	●	▲	●	49.0	6.9	147	S	S	S

[1] Miles-per-gallon equivalent (MPGe) [2] Miles per gallon while running on gas engine.

Make + Model	Overall Score	Survey Results		Road-Test Results												Advanced Safety		
		Predicted reliability	Owner satisfaction	Road-test score	Overall mpg	Range, miles	Seat comfort front/rear	Usability	Noise	Ride	Fit + finish	Routine handling	Avoidance-maneuver speed, mph	Acceleration, 0-60 mph, sec.	Dry braking, 60-0 mph, ft.	AEB, pedestrian	AEB, highway	BSW+RCTW
3-ROW SUVs																		
✓ **Audi Q7** 3.0T	80			87	20	440							50.5	7.0	133	S	S	S
Cadillac XT6 3.6L	61			76	18	385							51.0	7.1	134	S	O	S
Ford Expedition MAX 3.5T	60			66	16	460							46.5	7.3	143	S	S	S
Volvo XC90 2.0T	60			80	20	380							52.5	7.7	126	S	S	S
Chevrolet Suburban 5.3L	55			69	16	440							49.0	7.6	145	S	O	O
GMC Yukon XL 5.3L	52			67	16	440							49.0	7.6	145	S	O	O
Chevrolet Tahoe 5.3L	52			67	17	400							49.0	7.8	145	S	O	O
GMC Yukon 5.3L	52			67	17	400							49.0	7.8	145	S	O	O
Jeep Wagoneer 5.7L	51			66	15	395							48.5	7.1	149	S	S	S
Infiniti QX80 5.6L	49			62	15	400							47.0	6.9	139	S	S	S
Lincoln Aviator 3.0T	46			78	19	385							52.0	6.2	138	S	S	S
Land Rover Discovery 3.0T	46			65	17	405							47.5	7.3	138	S	S	S
OVER $75,000																		
ELECTRIC VEHICLES																		
Mercedes-Benz EQS E	67			95	94 [1]	340							55.5	4.0	133	S	S	S
Audi E-Tron E	63			90	74 [1]	226							49.5	6.3	131	S	S	S
Tesla Model S E	62			88	120 [1]	405							58.0	3.2	125	S	S	–
Porsche Taycan E	61			86	77 [1]	235							52.5	4.0	130	S	S	O
Jaguar I-Pace E	58			82	76 [1]	246							52.0	4.3	136	S	S	S
Tesla Model X E	52			72	102 [1]	348							53.5	4.9	127	S	S	–
SEDANS																		
✓ **Audi A8** 3.0T	80			91	21	460							53.5	6.1	133	S	S	O
Lexus LS500 3.4T	66			68	20	425							51.5	6.0	136	S	S	S
Maserati Ghibli 3.0T	49			66	19	390							53.5	5.4	115	S	S	S
SUVs																		
✓ **BMW X7** 3.0T	82			90	22	475							52.5	6.5	136	S	O	S
✓ **Porsche Cayenne** 3.0T	70			84	21	510							49.5	6.5	131	S	S	O
Mercedes-Benz GLS450 3.0T	58			82	20	540							50.5	6.4	133	S	S	S
Cadillac Escalade 6.2L	57			72	16	375							48.5	6.5	136	S	O	O
Lincoln Navigator 3.5T	57			58	16	455							47.0	6.2	144	S	S	S

WORSE – BETTER | ✓ CR RECOMMENDED | CR GREEN CHOICE

AUTO 2023 ISSUE

NEW CAR REVIEWS

SUBARU BRZ

HERE YOU'LL FIND 260 new cars, SUVs, minivans, and trucks, each with a review from our auto experts, as well as ratings for predicted reliability and owner satisfaction based on data from our exclusive Annual Auto Surveys of Consumer Reports members. For each tested model, you'll also find a CR overall fuel- or energy-consumption figure, a road-test score, and an Overall Score. All the vehicles we test are purchased anonymously. We drive each vehicle on local roads and highways for more than 2,000 miles before we begin official tests at our own track in Colchester, Conn.

BY JONATHAN LINKOV

For the latest car ratings and reviews, buying advice, research tools, and automotive news, go to **CR.org/cars**.

ILLUSTRATION BY LISA SHEEHAN

HOW TO READ THE REVIEWS

Recommended Vehicles, identified by a check mark (✔), are those that achieved a high Overall Score in their category. To achieve this mark, the vehicle must have also scored adequately if tested by the National Highway Traffic Safety Administration and/or Insurance Institute for Highway Safety. (Not all cars are tested by these groups.)

Overall Score is a composite that incorporates road-test performance, the reliability and owner satisfaction results from our Annual Auto Surveys, and safety, including crash prevention systems.

Price is the manufacturer's suggested retail base price range, and doesn't include any options or destination charges. An "E" indicates an estimated price if the automaker hasn't announced final pricing at the time of publication.

Reliability is our prediction of how likely a model is to be trouble-free, also based on the results from our Annual Auto Surveys. Our reliability history charts start on page 84.

Satisfaction is also based on the Annual Auto Surveys; we ask members whether they would buy or lease their current vehicle again. The top score of ⏫ indicates that more than 80 percent definitely would buy again. The lowest score of ⏬ means 50 percent or less definitely would.

Road-Test Score sums up how the vehicle performed in our more than 50 objective and subjective tests and evaluations.

MPG represents CR's instrumented measurement of a model's overall fuel consumption, based on our city and highway testing.

MPGe (miles-per-gallon equivalent) is the energy consumption for electric cars and plug-in hybrids running in electric mode.

Models that have not been tested will have an "NA" for Overall Score, road-test score, and fuel- or energy-consumption data.

We use a range of scores or data if we have tested multiple versions, such as a hybrid and a conventionally powered one.

We use these common abbreviations to identify several active safety and driver assistance features: AEB (automatic emergency braking), BSW (blind spot warning), LDW (lane departure warning), LKA (lane keeping assistance), and RCTW (rear cross traffic warning).

Acura Integra ✔

77 OVERALL SCORE

$31,300-$36,300

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **79** MPG **31**

Acura resurrected the Integra name for its entry-level four-door hatchback. It's essentially an upscale version of the Civic and comes with a 200-hp, 1.5-liter turbo four-cylinder shared with the sporty Civic Si. Most versions come with a continuously variable transmission, which dilutes the Integra's sporting pretense—we much prefer the slick-shifting six-speed manual. Handling is responsive, but the ride is choppy and the car suffers from excessive road noise. The controls are simple but are barely differentiated from the Civic's, and the same goes for much of the interior design and layout. As such, the Integra lacks the premium ambience of its entry-level luxury competitors. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Acura MDX ✔

74 OVERALL SCORE

$49,550-$73,200

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **74** MPG **20**

The MDX is a functional three-row luxury SUV that's priced lower than German competitors. The standard 290-hp V6 engine is slick and is paired with a 10-speed automatic, a powertrain that works well. Fuel economy is 20 mpg overall. The top-of-the-line Type S has a smooth, powerful 355-hp, 3.0-liter turbo V6. The ride is comfortable, and handling is secure but mundane. The front seats are wide and supportive, and the interior is well-made. The rear seat's midsection is removable, which creates an aisle to the third row. The MDX's biggest knock is the infotainment system's reliance on a finicky touchpad to interact with the screen; we found it very distracting to use, forcing the driver to look too long at the screen and away from the road. AEB with pedestrian detection, BSW, and RCTW are standard.

Acura RDX ✔

77 OVERALL SCORE

$41,550-$53,550

RELIABILITY ↑ SATISFACTION ↓

ROAD-TEST SCORE **80** MPG **22**

The RDX drives nicely, but it has very confusing and distracting controls that diminish its daily drivability. The 2.0-liter turbo four-cylinder is paired with a 10-speed automatic. It's an energetic powertrain once it gets past some initial hesitation. We got 22 mpg overall, which is a bit below average for the class. The RDX feels lively and engaging, thanks to its nimble handling. The fussy touchpad, which is the only way to interact with the infotainment screen, is frustrating to use. It forces drivers to divert their attention from the road too often and for too long. The push-button gear selector also takes some practice to master. The seats are comfortable, and the interior room is on a par with the class. AEB with pedestrian detection, BSW, and RCTW are standard.

Acura TLX

61 OVERALL SCORE

$39,850-$62,000

RELIABILITY → SATISFACTION ↑

ROAD-TEST SCORE **66** MPG **23**

The sleek TLX is larger than competing sports sedans, yet it isn't any roomier. The standard 272-hp, 2.0-liter turbo four-cylinder and 10-speed automatic make for an energetic pairing but return an unimpressive 23 mpg overall. Front-wheel drive is standard, with all-wheel drive optional. A sporty Type S version with AWD uses a stronger 355-hp, 3.0-liter turbo V6, and is quite capable when the road gets twisty. While the TLX's ride is comfortable and handling is nimble, there's too much road and engine noise, undermining its premium pretense. The front seats are supportive, but the rear seat is tight, and the car's low stance hurts access. The touchpad-based infotainment system is very distracting to use. AEB with pedestrian detection, LDW, and LKA are standard, and BSW and RCTW are optional.

Alfa Romeo Giulia

52 OVERALL SCORE

Alfa's compact luxury sedan corners and steers like a sports car. The standard 280-hp, 2.0-liter turbo four-cylinder is mated to an eight-speed automatic and provides punchy acceleration in both rear- and all-wheel-drive versions. The firm ride absorbs most bumps, but it's less plush than that of many competitors. Fuel economy is commendable at 27 mpg overall. The attractive interior has matte wood and nicely textured surfaces. Seat comfort is compromised by a short bottom cushion and a limited range of adjustments, and the cabin isn't as quiet as that of its peers. Alfa recently made the infotainment system more user-friendly. The high-performance Quadrifoglio version is even sportier, but at the expense of comfort. AEB with pedestrian detection, BSW, and RCTW are standard.

$44,280-$79,760

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **71** MPG **27**

Alfa Romeo Stelvio

54 OVERALL SCORE

The Stelvio delivers fantastic handling that makes it fun to drive on a twisty road. But it forces owners to contend with a few annoying quirks on a daily basis. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that emits a satisfying sound and gets 24 mpg overall on premium gasoline. While the ride is somewhat jittery, the suspension absorbs bumps rather well. The high-performance Quadrifoglio version is even sportier, but at the expense of ride comfort. Among the constant annoyances are a driving position with a limited range of seat adjustments and obstructed rear and side visibility. Alfa recently made the infotainment system more user-friendly. AEB with pedestrian detection, BSW, and RCTW are standard.

$46,575-$85,675

RELIABILITY ↓ SATISFACTION |

ROAD-TEST SCORE **74** MPG **24**

Alfa Romeo Tonale

NA OVERALL SCORE

The Tonale SUV is the latest addition to the Alfa Romeo line. About the size of an Audi Q3, the Jeep Compass-based Tonale slots under the Stelvio in price and size. It comes as a standard plug-in hybrid electric vehicle, which Alfa Romeo says will have over 30 miles of electric range. A 1.3-liter turbocharged four-cylinder engine drives the front wheels, while an electric motor powers the rear, giving the Tonale a combined 285 hp and standard all-wheel drive. As a member of the Stellantis conglomerate, the Tonale gets the Uconnect 5 infotainment system. It comes with a full suite of active safety features, including AEB with pedestrian detection, BSW, and RCTW.

$44,995-$47,495

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **NA** MPG **NA**

Audi A3

75 OVERALL SCORE

The A3 packs a solid and upscale feel into a small package. A recent redesign included infotainment and connectivity upgrades trickled down from larger Audis. The front seats are comfortable, and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbocharged four-cylinder and a seven-speed dual-clutch automatic with a mild hybrid setup come standard. The transmission can be clunky and hesitant at low speeds, but once underway the A3 delivers responsive acceleration and outstanding fuel economy of 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable. Handling is nimble, but it's the S3 and RS 3 versions that are the true high-performance models. AEB with pedestrian detection, LDW, and LKA come standard.

$35,400-$60,900

RELIABILITY | SATISFACTION |

ROAD-TEST SCORE **85** MPG **31**

Audi A4

78 OVERALL SCORE

One of the reasons the A4 is among the best luxury compact sports sedans is its enjoyable driving experience. The punchy 2.0-liter turbo four-cylinder is paired with a seven-speed dual-clutch automatic, driving all four wheels. We got a commendable 27 mpg overall. Handling is nimble and precise, the ride is firm yet supple, and the A4 feels tight-as-a-drum solid, with a very quiet cabin. The instrument panel shows pertinent information in a clear, comprehensive way. Interior fit and finish is excellent, and the front seats are comfortable, though the rear seat is tight. While AEB with pedestrian detection is standard, BSW and RCTW are optional. The Allroad wagon adds versatility, and the sportier S4 uses a turbo V6. The A5 coupe, convertible, and hatchback are based on the A4.

$40,300-$61,100

RELIABILITY | SATISFACTION |

ROAD-TEST SCORE **88** MPG **27**

Audi A6

82 OVERALL SCORE

Most versions of the A6 come with a 2.0-liter turbo four-cylinder engine, while a 3.0-liter turbo V6 is optional. The seven-speed dual-clutch automatic can be short on refinement at low speeds, and the car hesitates a bit from a rolling stop. Ultimately, the 2.0-liter proved to be powerful and returned a commendable 26 mpg overall in our tests. Good agility through corners makes the A6 feel sporty. The ride is taut and firm but still comfortable. The quiet cabin is a delight in terms of fit and finish, and the supportive front seats are extremely comfortable. The infotainment system is daunting to use at first but ultimately is logical. The high-performance RS6 wagon uses a 4.0-liter turbo V8. AEB with pedestrian detection is standard, but BSW and RCTW are optional. The A7 is a stylish four-door hatchback.

$56,900-$121,900

RELIABILITY | SATISFACTION |

ROAD-TEST SCORE **91** MPG **26**

Audi A8

80 OVERALL SCORE

Audi's flagship features a smooth, powerful turbo V6 and a slick eight-speed automatic. Together, they returned 21 mpg overall in our tests, which is impressive for a large all-wheel-drive sedan. A high-performance S8 comes with a turbo V8 engine. The infotainment system looks complex at first, but we found it to be logical to use. The lack of physical controls is not ideal, but we like how the touchscreen vibrates to confirm each selection for any audio or climate task. The A8's ride is very comfortable, and handling is responsive but not agile. The cabin is quiet and impeccably furnished. The front seats are comfortable and supportive, and they have a multitude of available adjustments, while the rear seat has limolike room. AEB with pedestrian detection is standard. BSW and RCTW are optional.

$87,800-$120,500

RELIABILITY | SATISFACTION |

ROAD-TEST SCORE **91** MPG **21**

Audi E-Tron

63 OVERALL SCORE

This all-electric luxury midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of active safety features. It's quick and super-quiet, which makes the E-Tron glide along smoothly and effortlessly. The standard air suspension gives the Audi a supremely comfortable ride. Although handling is responsive, the E-Tron is no match for the BMW iX or Jaguar I-Pace. A freshening is coming soon with the added Q8 to its name and a bigger battery for a longer range. A hatchback version called the Sportback and a high-performance 496-hp S are available. The E-Tron GT is a coupelike sedan that's based on the Porsche Taycan.

$70,800-$97,900

RELIABILITY ↓ SATISFACTION |

ROAD-TEST SCORE **90** MPGe **78**

Audi Q3 ✓

75 OVERALL SCORE

$39,200-$42,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **82** MPG **23**

The Q3 is a pleasant-driving SUV that packs luxury and practicality into a small package. A 228-hp, 2.0-liter turbo four-cylinder paired with an eight-speed automatic makes for lively, predictable acceleration and smooth shifts, but the engine can sound raspy. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The 23 mpg overall fuel economy isn't stellar, but at least the Q3 takes regular-grade gasoline. An uncluttered dashboard features well-labeled buttons and an easy-to-use touchscreen. Fit and finish is very good, the front seats are supportive, and the roomy rear seat can slide forward to make more space for cargo. Oddly, a heated steering wheel is not available. AEB with pedestrian detection, BSW, and RCTW are standard.

Audi Q4 E-Tron

67 OVERALL SCORE

$49,800-$65,900

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **86** MPGe **95**

The Q4 E-Tron EV shares its platform with Volkswagen's ID.4. The 50 E-Tron Quattro has an 82-kilowatt-hour battery pack; a 295-hp, dual-motor all-wheel-drive configuration; and an EPA-estimated range of 236 miles. It can accept a charging output of 150 kW when using a DC fast charger in public places. Level 2 home charging from empty takes 9 hours, according to Audi. The Q4 is very quiet. Power delivery is smooth, quiet, and effortless. Handling is responsive, and the firm ride is composed. The impeccable interior is uncluttered, and the seats are comfortable and supportive. The controls are straightforward, and the door handles are conventional. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, LDW, and LKA. The Sportback is a coupelike version of the Q4.

Audi Q5 ✓

71 OVERALL SCORE

$44,200-$68,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **82** MPG **24**

The Q5 is among the best compact luxury SUVs. It has nimble and secure handling, a compliant and controlled ride, and a quiet cabin. The smooth 2.0-liter turbo four-cylinder engine is coupled to a seven-speed dual-clutch automatic. It has plenty of power, yet this combination also returned a good 24 mpg overall in our tests. Fit and finish is impressive, and the seats are comfortable and supportive. The 55 TFSI e plug-in hybrid version has a claimed electric-only range of 20 miles. All Q5 trims have standard AEB with pedestrian detection, BSW, and RCTW. Highway-speed AEB and adaptive cruise control with stop-and-go capability are standard on the 2023 model. A coupelike Sportback version and a high-performance SQ5 are also available.

Audi Q7 ✓

80 OVERALL SCORE

$59,200-$94,900

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **87** MPG **20**

The Q7 is one of the most impressive three-row luxury SUVs. With its optional turbocharged V6 it is quick, quiet, and effortless. Agile handling and a beautiful interior complete the package. A 2.0-liter turbo engine is standard. The Q7 is very quiet, instilling a sense of tranquility. The ride is steady and controlled but has an underlying firmness. The optional air suspension gives the big SUV a plush ride. Handling is responsive and confidence-inspiring. The excellent first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice. AEB with pedestrian detection, BSW, and RCTW are standard. The SQ7 uses a 500-hp, 4.0-liter turbo V8. The Q8 is a sportier five-seat version of the Q7.

Audi TT ✓

74 OVERALL SCORE

$52,200-$61,900

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **84** MPG **26**

This sculpted coupe is more about style and technology than outright performance. Even so, it's still pretty entertaining to drive, with nimble handling and a dash of steering feedback to the driver. The 2.0-liter turbocharged engine is punchy, the ride is quite firm but not punishing, and noise is kept at bay. Inside the snug interior are comfortable front seats, high-quality fit and finish, and Audi's digital instrument panel. It incorporates all gauges and displays, and eliminates the center-dash screen. The climate and seat-heating controls are incorporated into the dash vents. The TT lacks most active safety features, a serious oversight for a car in this price range.

BMW 2 Series ✓

77 OVERALL SCORE

$37,800-$62,200

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **85** MPG **31**

The 2 Series Coupe is a thoroughbred BMW, and does not use the 2 Series Gran Coupe's platform. In 230i guise it has a 255-hp, turbo four-cylinder, while the M240i gets a 382-hp, turbo inline-six. Both come with rear- or all-wheel drive. The eight-speed automatic is smooth and quick. The 453-hp M2 can be had with a six-speed manual. Even with the base engine the car pulls strongly and the engine sounds lovely, and it manages a commendable 31 mpg overall. Handling is agile, and the ride is taut yet refined. The cabin is nicely finished, and the front seats are comfortable, though the rear seat is tight. For 2023, the infotainment system gets a large, curved screen that serves as the climate and media interface. AEB with pedestrian detection, BSW, and RCTW are standard.

BMW 2 Series Gran Coupe ✓

70 OVERALL SCORE

$36,600-$46,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **76** MPG **27**

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 small SUV. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive-based design shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. AEB with pedestrian detection, BSW, and RCTW are standard.

BMW 3 Series ✓

85 OVERALL SCORE

$43,800-$82,600

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **87** MPG **29**

The 3 Series blends driving enjoyment, creature comforts, high-tech features, and good fuel economy. The 330i is fitted with a punchy 2.0-liter turbo four-cylinder paired with a smooth and responsive eight-speed automatic. Rear-wheel drive is standard, with all-wheel drive available. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first-rate. The latest iDrive infotainment system is not as logical as previous versions, and most climate control buttons have been moved into the touchscreen. The M340i uses a 3.0-liter turbo six-cylinder, and a track-ready M3 and a 330e plug-in hybrid are also available. AEB with pedestrian and cyclist detection is standard, while highway-speed AEB and BSW are optional. The 4 Series is a sleeker coupe or convertible version.

BMW 5 Series

83 OVERALL SCORE

The 5 Series is a remarkably satisfying midsized luxury sedan, but one that is no longer the sporty choice of this class. Instead, it's very plush, is super-quiet, has a finely crafted cabin, and is frugal with fuel. The all-wheel-drive 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic and returns an impressive 26 mpg overall, yet it delivers some nice zip. The 540i uses a punchy 3.0-liter turbo six-cylinder that delivers power effortlessly. All-wheel drive is available, and standard on the V8-powered M550i. The 530e plug-in hybrid can go about 20 miles on electric power alone and takes 3 hours to charge on a 240-volt connector. AEB with pedestrian detection, BSW, and RCTW are standard.

$56,000-$107,900

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **93** | MPG **26**

BMW 7 Series

NA OVERALL SCORE

In redesigning the 7 Series BMW also introduced an EV version called the i7. The flagship will be available with twin-turbo inline six-cylinder and V8 engines. The V8-powered 760i xDrive has all-wheel drive. Gas models have an eight-speed automatic and a 48-volt mild hybrid system to optimize fuel economy and support accessories. The AWD i7 is rated for a maximum 318 miles of range. The interior features a curved glass display that contains the 12.3-inch instrument cluster screen and the 14.9-inch infotainment screen, as well as an optional 31-inch screen for the rear seat theater system. The full suite of active safety features, including AEB with pedestrian detection, BSW, and RCTW, is standard. A hands-free highway driving assistance feature that works at speeds up to 85 mph is available.

$95,700-$119,300

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

BMW i4

84 OVERALL SCORE

The i4 EV uses a modified 3 Series platform, and three versions are available. The 335-hp, rear-wheel-drive eDrive40 has an EPA-estimated range of 301 miles, while the 281-hp eDrive35 has an estimated 260-mile range. The all-wheel-drive M50, with 536 hp, delivers sports-car levels of acceleration and cornering grip but a lower range of 271 miles, or 227 miles with the optional 20-inch tires. The ride is taut yet compliant, and the interior is beautifully finished. The i4 is a low-slung four-door, but the hatchback adds versatility. With an acceptance rate of 195 kilowatts at DC fast-charging venues, the i4 can gain up to 90 miles of range in just 10 minutes. AEB with pedestrian and cyclist detection, BSW, and RCTW are standard. Adaptive cruise control and lane centering assistance are optional.

$52,000-$68,700

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **94** | MPGe **96**

BMW iX

NA OVERALL SCORE

BMW's iX SUV showcases the automaker's latest EV technology. The iX xDrive50 has 516 hp and employs two motors to give it all-wheel-drive capability. The EPA-estimated driving range is 324 miles with the 20-inch tires, less with larger tires. The iX glides silently, with very quick acceleration and a comfortable ride. Handling is agile. The airy interior is luxurious and uncluttered, but the controls are not the most intuitive. A 610-hp M60 version with an estimated driving range of 288 miles is also available. BMW says the iX can take a maximum charging rate of 195 kilowatts in public DC fast-charging locations. Charging from empty on 240 volts takes 11 hours, which is not surprising, given the large 111-kilowatt-hour battery. AEB with pedestrian detection, BSW, and RCTW are standard.

$84,100-$108,900

RELIABILITY **NA** | SATISFACTION **NA**

ROAD-TEST SCORE **NA** | MPGe **NA**

BMW X1

NA OVERALL SCORE

The BMW X1 is redesigned for 2023, gaining power and features, but the controls are less intuitive. The 2.0-liter turbo is very responsive. The seven-speed dual-clutch automatic shifts smoothly but makes the initial takeoff too jumpy. Like the previous generation, the X1 is based on a front-wheel-drive platform, although all-wheel-drive is standard. The ride is stiff, and handling is fairly agile but not sporty. The new control layout forgoes a central knob and relies on the touchscreen alone. Climate adjustments are done through the screen, which is distracting. The seats are very comfortable, and the cabin has stylish details, such as the floating center console. AEB with pedestrian and cyclist detection is standard, as are BSW and RCTW, which weren't available with the last generation.

$38,600

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

BMW X3

84 OVERALL SCORE

BMW's third-generation X3 has upscale cabin amenities, advanced interior technology, and active safety features. Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder engine that delivers quick acceleration and returns 24 mpg overall in our tests. The uplevel M40i gets a 382-hp turbo six-cylinder. Both use an eight-speed automatic that is smooth and responsive. The X3 is super-quiet inside, with impeccable fit and finish. Handling is responsive, and the ride is firm yet absorbent. Controls and infotainment tasks take some getting used to but prove to be logical once mastered. The X3 has standard AEB with pedestrian detection, BSW, and RCTW. The X4 is a coupelike version.

$46,200-$74,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **90** | MPG **24**

BMW X5

87 OVERALL SCORE

The X5 is one of the best vehicles we've ever tested. The xDrive40i's smooth 335-hp, 3.0-liter turbo six-cylinder engine makes the X5 quick and easy to drive smoothly, yet it gets a decent 23 mpg overall. We don't think there is any need to opt for the V8-powered xDrive50i. The ride is comfortable and impressively steady and composed. The impeccably finished, luxurious cabin is whisper-quiet, and the seats are all-day comfortable. Handling isn't sporty but is very competent. Controls have an initial learning curve but prove to be logical once mastered, and the infotainment system works seamlessly. Standard active safety features include AEB with pedestrian and cyclist detection, BSW, and RCTW. The X6 is a sportier, coupelike version of the X5.

$61,600-$108,900

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **94** | MPG **23**

BMW X7

82 OVERALL SCORE

BMW's luxurious three-row SUV got a fresh new look for 2023, including a new front end with LED headlights and a wide, curved screen that houses the gauges and the climate and infotainment functions, with the same complicated iDrive 8 operating system in the BMW iX. The base xDrive40i gets a turbo inline-six engine with 40 more hp. The eight-speed automatic shifts smoothly. This gem of a powertrain provides punchy acceleration and respectable fuel economy. The comfortable ride is helped by the X7's air suspension, which keeps the body composed, and the handling is remarkably responsive for such a large SUV. The interior is incredibly quiet and richly furnished. The M60i xDrive's V8 gets a mild hybrid system. AEB with pedestrian and cyclist detection, BSW, and RCTW are standard.

$77,850-$145,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **90** | MPG **22**

BMW Z4

76 OVERALL SCORE

$52,800-$65,300

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **86** MPG **29**

The Z4 is a sporty two-seat roadster that comes with a 2.0-liter turbo four-cylinder that delivers punchy acceleration, an invigorating exhaust sound, and good fuel economy. A 3.0-liter turbo six-cylinder is also available. The eight-speed automatic shifts with authority, but a manual transmission is not available. The Z4's handling is super-nimble, but it has an incessantly stiff and choppy ride. The powered soft top can open and close in just 11 seconds, and can be done on the move, up to 31 mph. It can also be opened or closed remotely using the key fob. There is minimal wind buffeting inside with the windows up. The iDrive infotainment system takes some time to master, but it proves to be intuitive with experience. AEB with pedestrian detection is standard. BSW and RCTW are optional.

Buick Enclave

76 OVERALL SCORE

$44,800-$59,470

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **82** MPG **18**

Recently freshened, the large Enclave has a revised exterior, and most of the active safety features that were previously optional have become standard. It is a quiet, comfortable, and responsive three-row SUV. Power comes from a lively 3.6-liter V6 teamed with a smooth nine-speed automatic. We got only 18 mpg overall in our tests, however, which is unimpressive. Towing capacity is 5,000 pounds. The roomy cabin is very quiet, and the ride is comfortable, befitting Buick's flagship. The third-row seat is relatively spacious for the class. The infotainment system is easy to use, and connectivity features abound. The new electronic gear selector is improved but still requires looking down at it to select the right gear. AEB with pedestrian detection, BSW, and RCTW are standard.

Buick Encore GX

65 OVERALL SCORE

$25,900-$32,100

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **68** MPG **26**

The Encore GX subcompact SUV has an airy interior and easy-to-use controls. For 2023, front-wheel-drive versions come with either a 1.2-liter turbo three-cylinder hooked up to a CVT or a slightly more powerful 1.3-liter turbo three-cylinder mated to a nine-speed automatic. In our tests we found that the all-wheel-drive GX pulls strongly, but the engine sounds gravelly and produces some vibrations, especially at low speeds. Handling is responsive and secure, but the ride skews firm. There are some luxury touches, but they are unevenly applied throughout the cabin, and the rear seat is tight. Among the upscale options are a large sunroof and a head-up display. While AEB with pedestrian detection, LDW, and LKA are standard, both BSW and RCTW are optional.

Buick Envision

73 OVERALL SCORE

$33,400-$47,460

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **77** MPG **23**

The Envision is a pleasant if unexciting compact SUV that is typically priced in the low $40,000s. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder engine paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. Front- and all-wheel drive are available. The Envision rides smoothly and is quiet, although the larger 20-inch tires that come on the top Avenir trim compromise ride comfort. Handling isn't particularly nimble, but it's very secure. The infotainment screen is easy to use, but the push-pull electronic gear selector setup takes getting used to because it's hard to operate without looking down. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Cadillac CT4

64 OVERALL SCORE

$34,395-$60,995

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **78** MPG **25**

The Cadillac CT4 is the only gas-powered compact luxury sedan from an American brand. Its handling, braking, and steering befit a vehicle of its class. The standard engine is a 237-hp, 2.0-liter turbo four-cylinder with an eight-speed automatic. The sportier CT4-V gets a 325-hp, 2.7-liter turbo four-cylinder. The Blackwing version, with a 3.6-liter turbo V6, is a true track-ready rocket ship. Rear- and all-wheel-drive are available. The 2.0-liter engine is responsive, but it doesn't sound particularly refined. Handling is agile, and the ride is taut yet mutes harsh impacts. The front seats are comfortable, but the rear is very cramped. Fit and finish is top-notch. AEB with pedestrian detection, BSW, and RCTW are standard. GM's Super Cruise active driving assistance system is available.

Cadillac CT5

63 OVERALL SCORE

$38,195-$91,995

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **76** MPG **24**

The CT5 midsized luxury sedan drives well, thanks to its agile handling and taut ride. The standard 2.0-liter turbo four-cylinder engine is responsive but noisy. The uplevel choice is a 3.0-liter turbo V6. Both are paired with a 10-speed automatic that tends to delay upshifting, in turn making the engine rev more than it needs to. The supercharged V8-powered Blackwing can be had with a six-speed manual transmission. Rear- and all-wheel drive are available. Controls are easy to use, but it may take time for the electronic gear selector to become second nature. The front seats are very comfortable, but the rear seat is tight on headroom. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW. Cadillac's Super Cruise partially automated driving system is also available.

Cadillac Escalade

57 OVERALL SCORE

$79,295-$152,195

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **72** MPG **16**

The super-roomy, three-row Escalade is much more luxurious and high-tech than its Chevrolet Tahoe and Suburban siblings. The standard 420-hp, 6.2-liter V8 supplies effortless power, and the 10-speed automatic shifts smoothly, though its 16 mpg overall is dismal. A six-cylinder diesel, which gets better fuel mileage, is available. The Escalade's high step-in compromises access, and the tall hood hampers visibility. Handling is ungainly but secure, and the SUV rides comfortably. The plush, quiet, and high-tech interior includes a large infotainment display that's relatively easy to use. AEB with pedestrian detection is standard, but BSW and RCTW aren't. The Super Cruise active driving assistance system is optional. The high-performance V version has a 682-hp, 6.2-liter supercharged V8 and all-wheel drive.

Cadillac Lyriq

NA OVERALL SCORE

$61,795-$63,795

RELIABILITY **NA** SATISFACTION **NA**

ROAD-TEST SCORE **NA** MPGe **NA**

Cadillac's first EV is initially available with rear-wheel drive, while AWD models are expected to go on sale later this year with an estimated 500 hp. While the Lyriq's overall dimensions are similar to those of the XT6 SUV, the EV is lower and wider. The 340-hp rear-drive model has a 102-kilowatt-hour battery with an EPA-estimated 312 miles of range. Home charging can be relatively quick if using an 80-ampere circuit, thanks to the Lyriq's 19.2-kW onboard charger, which is more powerful than the ones on most EVs. A maximum acceptance rate of 190 kW at public DC fast-charging locations is also competitive. The Lyriq offers the latest version of the Super Cruise active driving assistance system. Standard active safety and driving assistance features include AEB with pedestrian detection, BSW, RCTW, and LKA.

Cadillac XT4

58 OVERALL SCORE

$36,295-$43,295

RELIABILITY ↓ SATISFACTION ↓

ROAD-TEST SCORE **76** MPG **23**

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 235-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic make for a responsive powertrain. But the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The XT4's handling is quite nimble, and even though its ride is on the stiff side, it's on a par with most of its peers. The interior has comfortable seats, and ritzy-looking leather and chrome touches throughout. The infotainment system is easy to use, though the gear selector takes some getting used to. AEB with pedestrian detection is standard. For 2023, BSW and RCTW come standard.

Cadillac XT5

67 OVERALL SCORE

$44,195-$57,095

RELIABILITY ! SATISFACTION !

ROAD-TEST SCORE **75** MPG **20**

Cadillac's XT5 luxury SUV is neither as sporty to drive as its German competitors nor as pampering as a Lexus RX. It's powered by either a 2.0-liter turbo four-cylinder or a 3.6-liter V6. Both are linked to a nine-speed automatic. With the V6, the XT5 feels lethargic in everyday driving, despite posting decent outright acceleration in our tests; the four-cylinder turbo feels more energetic, in spite of its lower horsepower rating. The XT5 handles soundly, and the ride is firm yet absorbent. Comfortable front seats, excellent fit and finish, and a quiet cabin lend the XT5 a luxurious aura. The controls are easy to use, and the current electronic gear selector is better than the old L-shaped one. AEB with pedestrian detection comes standard; BSW and RCTW are standard on all but the base trim.

Cadillac XT6

61 OVERALL SCORE

$48,595-$60,095

RELIABILITY ↓ SATISFACTION !

ROAD-TEST SCORE **76** MPG **18**

Cadillac's three-row mid-sized SUV has responsive handling and drives like a smaller vehicle than it is. The ride is comfortable but doesn't stand out against competitors. A 2.0-liter turbo engine is standard. Front- and all-wheel drive are available. We tested it with the 3.6-liter V6 and smooth nine-speed automatic, a combination that packs a lot of power for merging and passing. The cabin is quiet and nicely finished, and the seats are comfortable. But the XT6 is short on some luxury niceties, such as four-way adjustable lumbar support for the driver's seat and auto-up rear windows. The infotainment system and other controls are relatively easy to use. AEB with pedestrian detection, BSW, and RCTW are standard. Cadillac's Super Cruise partially automated driving system is also available.

Chevrolet Blazer

75 OVERALL SCORE

$35,100-$45,700

RELIABILITY ↑ SATISFACTION !

ROAD-TEST SCORE **78** MPG **19**

The Blazer midsized SUV seats five passengers but is focused more on styling and comfort and less on utility. Most versions get a 2.0-liter turbocharged four-cylinder that supplies ample power. A V6 comes on the sportier RS, but fuel economy is just 19 mpg overall. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. AEB with pedestrian detection is standard. BSW and RCTW are available on all but the base trim. For 2023 a 10-inch center screen is standard, and adaptive cruise control is more widely available. An electric version is coming soon.

Chevrolet Bolt

49 OVERALL SCORE

$26,500-$29,700

RELIABILITY ↓↓ SATISFACTION !

ROAD-TEST SCORE **78** MPGe **120**

A recent freshening of the Bolt EV improved the infotainment system and interior. The 200-hp electric motor that drives the front wheels carries over. The Bolt can travel 259 miles on a fully charged battery, as estimated by the EPA. DC fast-charging capability is standard, but the Bolt's maximum acceptance rate of 55 kilowatts is slow by current standards. The new interior has more comfortable front seats and added soft-touch materials for a more upscale feel. The infotainment system and gear selector are also now easier to use. Active safety and driving assistance features, including AEB with pedestrian detection, LDW, and LKA, are standard, while BSW, RCTW, and adaptive cruise control are optional.

Chevrolet Bolt EUV

45 OVERALL SCORE

$27,800-$32,300

RELIABILITY ↓↓ SATISFACTION ↑

ROAD-TEST SCORE **80** MPGe **115**

The Bolt EUV (electric utility vehicle) is a taller, roomier version of the Bolt EV. The regular Bolt and the EUV have the same 200-hp electric motor that drives the front wheels, making for zippy acceleration. But the EUV lacks available all-wheel drive and extra cargo space, both of which are desirable SUV-like attributes. Compared with the original Bolt, the EUV has a noticeably more comfortable ride but also slightly diminished handling agility. The EUV's 247-mile EPA-rated driving range is robust. It took us more than 8 hours to charge it from near-empty on a 240-volt connection, which is pretty typical for EVs. AEB with pedestrian detection, LDW, and LKA come standard, but BSW and RCTW are optional on the base model. GM's Super Cruise active driving assistance system is available.

Chevrolet Camaro

60 OVERALL SCORE

$26,400-$73,300

RELIABILITY ↓ SATISFACTION !

ROAD-TEST SCORE **85** MPG **20**

The Camaro possesses impressive handling agility and sharp steering. The optional magnetic ride suspension does an impressive job of keeping the Camaro composed on rough roads. The manual shifter has light, precise throws. Base models use a 275-hp, turbo four-cylinder engine, and the 3.6-liter V6 makes 335 hp. For the SS, Chevrolet transplanted the ferocious 6.2-liter V8 from the previous-generation Corvette. Transmission choices are a six-speed manual, and eight-speed and 10-speed automatics. Outward visibility is downright atrocious, and the rear-seat room is extremely tight. A mighty ZL1 version, powered by a 650-hp, 6.2-liter supercharged V8 engine, is also available. The Camaro has no standard active safety features. BSW and RCTW are optional.

Chevrolet Colorado

NA OVERALL SCORE

$29,200-$46,800

RELIABILITY ↓ SATISFACTION !

ROAD-TEST SCORE **NA** MPG **NA**

Looking much like the full-sized Silverado, the redesigned midsized Colorado pickup truck comes only in a crew-cab, short-bed configuration with a turbocharged four-cylinder engine producing 237 or 310 hp, and an eight-speed automatic. There is a choice of rear- or four-wheel drive. Competing directly with the Ford Ranger, the line has three trims (out of five) that are offered strictly in 4WD, each with a rising level of capability. Every Colorado features an 11-inch infotainment screen, with related apps for off-roading and trailering. All versions are equipped with Chevy Safety Assist, which includes AEB with pedestrian detection, LKA, LDW, and automatic high beams. BSW and RCTW are optional.

Chevrolet Corvette ✓

87 OVERALL SCORE

The eighth-generation Corvette uses a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed, dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph. Handling agility is superlative, with immediate turn-in response and almost zero body roll, which will make drivers constantly grin from ear-to-ear. Yet the ride isn't punishing, thanks in part to the optional adaptive suspension. Rear and side visibility, as well as cabin access, is severely hampered. The front trunk is small, but the cargo area aft of the engine can hold the removable targa top and a soft-sided bag or two. BSW and RCTW are optional, but AEB isn't available. The high-performance Z06 model returns with a new 670-hp, 5.5-liter V8.

$64,500-$126,150

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **97** | MPG **19**

Chevrolet Equinox ✓

67 OVERALL SCORE

The Equinox is one of the roomiest compact SUVs available, and offers the latest infotainment and safety technology. The sole engine is a lackluster 1.5-liter turbo four-cylinder with a six-speed automatic. We found that the ride absorbed bumps and pavement imperfections very well. Handling is responsive and secure. The cabin is quiet, and the controls are straightforward to use, including Chevrolet's latest infotainment system. Even though the interior has some cheap touches, the seats are quite comfortable. AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are optional. An electric Equinox is coming soon.

$26,600-$33,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **77** | MPG **25**

Chevrolet Malibu

62 OVERALL SCORE

Chevrolet's Malibu stands out among midsized sedans for its comfortable ride and quiet, spacious cabin. Handling is respectable, too. But it soldiers on mostly unchanged while many rivals have been redesigned. Two turbo four-cylinder engines are offered. We tested the 1.5-liter turbo with a six-speed automatic and got 29 mpg overall. A continuously variable transmission is now standard. The uplevel engine is a more powerful and refined 2.0-liter turbo mated to a nine-speed automatic. Up front is a comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats. The roomy rear seat lets passengers stretch out. For 2023, AEB with pedestrian detection, LDW, and LKA became standard.

$25,000-$31,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** | MPG **29**

Chevrolet Silverado 1500

50 OVERALL SCORE

The Chevrolet Silverado 1500 received recent updates that brought a fresh interior, off-road-focused models, and the Super Cruise active driving assistance system with trailering support. We found that the Silverado delivers smooth, responsive power from its 5.3-liter V8 engine, returning 17 mpg overall for the crew-cab four-wheel-drive version. A 3.0-liter six-cylinder diesel engine, with a 10-speed automatic, gets an impressive 23 mpg overall. The ride is steady, and the cabin is very quiet. Handling is sound and secure. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. Trim variants, such as the ZR2 and High Country, run the gamut from an off-road special to a luxury chariot. AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional.

$36,300-$71,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **78** | MPG **17-23**

Chevrolet Suburban

55 OVERALL SCORE

This generation Suburban has an independent rear suspension, which improves ride comfort and handling, as well as increased third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and together they deliver plenty of predictable and smooth power. While the standard suspension delivers a comfortable ride, handling can feel ponderous. The Premier trim's electromagnetic dampers make the SUV feel more composed and responsive. The cabin is noticeably quiet, and the controls are easy to use, except for the tricky gear selector. It's a big step up to get into the Suburban, and the tall hood hurts forward visibility. AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional. For 2023, Super Cruise is available on the higher trims.

$56,900-$80,100

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **69** | MPG **16**

Chevrolet Tahoe

52 OVERALL SCORE

Like the Suburban, the Tahoe's independent rear suspension improves ride comfort, handling, and third-row room. This massive vehicle is also very functional, comfortable, and high-tech. The standard 5.3-liter V8 and 10-speed automatic deliver plenty of predictable power. With the standard suspension the ride is comfortable, but handling is ponderous. The Premier trim's electromagnetic dampers significantly improve both the ride and handling. The enormous cabin is super-quiet. Controls are very easy to use, except for the tricky gear selector. It's a big step up to get into the Tahoe, and the tall hood cuts forward visibility. AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional. For 2023, the Super Cruise system is available on higher trims.

$54,200-$77,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **67** | MPG **17**

Chevrolet Trailblazer ✓

70 OVERALL SCORE

Chevrolet resurrected the Trailblazer name for its subcompact SUV, which effectively replaced the Trax and slots under the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, base models get a 1.2-liter turbo three-cylinder, while upper trims and all-wheel-drive versions come with a 155-hp, 1.3-liter turbo engine and nine-speed automatic. This latter engine is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. Standard active safety features include AEB with pedestrian detection, LDW, and LKA; BSW and RCTW are optional.

$22,100-$27,700

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **68** | MPG **27**

Chevrolet Traverse ✓

78 OVERALL SCORE

The midsized Traverse's roomy and quiet interior, very comfortable ride, and responsive handling make it a viable alternative to full-sized SUVs, such as the Tahoe. It's also a competent challenger to established three-row midsized SUVs. The 3.6-liter V6 engine supplies quick acceleration and gets 20 mpg overall. The front seats and the second-row captain's chairs are comfortable, and the third row is roomy. An eight-passenger configuration with a second-row bench seat is available on lower trims. We like the intuitive infotainment system, but manual sunroof shades feel out of place in the $50,000 Premier trim. The Traverse got recent updates that brought standard AEB with pedestrian detection, LDW, LKA, and a more user-friendly gear selector.

$34,520-$54,200

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **90** | MPG **20**

Chevrolet Trax

NA
OVERALL SCORE

$21,495-$24,495

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

The redesigned Trax is considered a 2024 model. Almost a foot longer than its predecessor, it is now one of the biggest SUVs in a class that includes the Kia Seltos and Nissan Kicks. The only available powerplant is a 1.2-liter three-cylinder turbo engine and a six-speed automatic transmission that sends power to the front wheels. All-wheel drive is not available. The exterior is modeled on the Blazer, with a prominent grille and slim LED daytime running lights. The tidy interior is roomier than in the previous Trax and features straightforward climate controls and a traditional shift lever. The new Trax finally gets standard AEB with pedestrian detection. BSW and RCTW are optional.

Chrysler 300

76/77
OVERALL SCORE

$33,545-$55,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** | MPG **20-22**

It's the end of an era, as 2023 marks the final year for the roomy and luxurious 300. There's plenty of space for five adults in the comfortable cabin. The powerful 5.7-liter V8 gets 20 mpg overall, but we prefer the 3.6-liter V6, which is plenty strong and got a decent 22 mpg overall in our tests. For the grand finale the 300C will be available with a 6.4-liter V8. All engines use a smooth eight-speed automatic. All-wheel drive is available with the V6. The 300's stately ride, responsive handling, and quiet cabin make it feel like a bargain luxury car. The Uconnect infotainment system is easy to use. The last freshening brought an electronic gear selector knob and a big information screen within the gauge cluster. AEB, BSW, and RCTW are optional, but pedestrian detection isn't available.

Chrysler Pacifica

63
OVERALL SCORE

$37,020-$59,995

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** | MPG **21**

The Pacifica minivan is offered in seven- and eight-passenger configurations, and it is distinguished by handy fold-into-the-floor second-row seats that make it easy to carry big, bulky items. The 3.6-liter V6 engine, paired with a nine-speed automatic, provides plenty of power and gets a decent 21 mpg overall. All-wheel drive is available. Handling is responsive, with the van tackling corners like a well-tuned midsized sedan. The suspension delivers a comfortable, composed ride, and the cabin is quiet. The Pacifica uses the Uconnect infotainment system, which is one of the best available. Standard active safety equipment includes AEB with pedestrian detection, BSW, and RCTW.

Chrysler Pacifica Hybrid

46
OVERALL SCORE

$50,495-$59,995

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **86** | MPG **27**

The comfortable Pacifica plug-in hybrid comes only in a seven-passenger configuration. It also lacks the handy fold-into-the-floor second-row seats because the hybrid battery takes up this space. Once past the 30-mile all-electric range, the Pacifica gets 27 mpg overall when operating as a regular hybrid. It takes about 2 hours to charge the battery on a 240-volt connector and 12 hours on a regular 120-volt outlet. Also note that unlike the regular Pacifica, the hybrid isn't available with all-wheel drive. Otherwise, the hybrid drives nicely, with smooth and prompt acceleration. Handling is responsive, the ride is comfortable, and the cabin is quiet. The Uconnect infotainment system is user-friendly. Standard active safety equipment includes AEB with pedestrian detection, BSW, and RCTW.

Dodge Challenger

64
OVERALL SCORE

$30,545-$66,045

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **70** | MPG **20**

The old-school Challenger is a modern-day muscle car. It's too heavy and wide for pinpoint handling on narrow roads, but it's balanced and enjoyable on an open track. The V8 sound is music to an enthusiast's ears. Ride comfort, noise isolation, and the six-speed manual transmission's stiff shifter and clutch detract from the overall driving experience, and the view out to any direction is dreadful. The rear seat is relatively roomy, but getting in and out is awkward. The trunk is quite large. Engine choices range from a mild V6 up to a 6.2-liter supercharged V8, but we think the best choice is the 5.7-liter V8. All-wheel drive is optional with the V6. An eight-speed automatic is available. BSW and RCTW are optional, but AEB with pedestrian detection isn't available. 2023 is the Challenger's final year.

Dodge Charger

76
OVERALL SCORE

$32,645-$77,345

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **80** | MPG **20-22**

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of technology on tap. The Charger delivers a comfortable ride, and the quiet cabin is well-equipped, which makes the car a bargain luxury sedan. The 3.6-liter V6 and eight-speed automatic work well, and the 370-hp, 5.7-liter Hemi V8 packs more punch at the expense of fuel economy. The power-mad can have a 485-hp, 6.4-liter V8 or the Hellcat's 797-hp supercharged V8. All-wheel drive is optional on mainstream V6 versions. Rear visibility is restricted, and the lift-up door handles are an outdated inconvenience. The well-designed Uconnect touchscreen infotainment system is optional. AEB, BSW, and RCTW are optional, but pedestrian detection isn't available at all. 2023 is the Charger's final year.

Dodge Durango

63
OVERALL SCORE

$38,495-$91,185

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **78** | MPG **18**

Spacious, quiet, and comfortable, the Durango impressively blends workhorse utility with lots of creature comforts. This three-row midsized SUV shares its platform with the previous-generation Jeep Grand Cherokee. Handling is responsive. The ride is composed and comfortable, making the Durango feel sophisticated and substantial. The slick eight-speed automatic helps make for smooth and prompt power delivery. Most buyers will be satisfied with the V6 engine. The optional Uconnect infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside. AEB with pedestrian detection is not offered. BSW and RCTW are standard; but LDW and LKA are optional.

Fiat 500X

38
OVERALL SCORE

$28,965-$31,955

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **49** | MPG **23**

The 500X is the only Fiat model still available in the U.S. While its styling may be cute, the SUV's appeal wanes as drivers spend more time with the 500X, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. This sibling vehicle to the Jeep Renegade shares some of the same virtues and weaknesses. Both have a nine-speed automatic that is neither smooth nor responsive. When we tested it with the old 2.4-liter engine, its fuel economy was unimpressive. The current 1.3-liter turbo engine is likely to improve that by 1 or 2 mpg. At least the interior has some flair. New for 2023, AEB with pedestrian detection is standard. BSW, RCTW, LDW, and LKA are still optional.

Ford Bronco

52 OVERALL SCORE

$32,295-$73,780

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **51** MPG **18**

The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have 4WD and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. Ride and handling are fairly refined, yet off-road ability is superb, thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A camera projects your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. The extreme Raptor version has a 418-hp, twin-turbo 3.0-liter V6 and a beefier off-road suspension. While AEB with pedestrian detection is standard, BSW and RCTW are optional.

Ford Bronco Sport

57 OVERALL SCORE

$29,215-$44,655

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **75** MPG **25**

The Bronco Sport is a beefier version of the Escape compact SUV that has rugged styling cues. With its increased ground clearance and shorter overhangs than the Escape, the Bronco Sport is fit for mild off-roading. The highest trim takes it further, with a more capable four-wheel-drive system and all-terrain tires. Most versions come with a 181-hp, turbo three-cylinder that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp, turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, and LDW.

Ford Edge

78 OVERALL SCORE

$37,945-$46,485

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** MPG **22**

The Edge is a roomy and capable SUV. Most versions come with the standard 2.0-liter turbo four-cylinder and eight-speed automatic. This combination provides smooth, quiet acceleration. The sportier ST trim gets a turbocharged V6 and all-wheel drive. The spacious interior provides comfortable quarters, front and rear, and cargo room is generous. However, the driving position is uneven because the left footrest sits too close to the driver. High-end versions like the Titanium, for instance, can rival some luxury SUVs with a quiet cabin, a steady ride, agile handling, and impressive feature content. Ford's Sync 4 infotainment system, with its large 12-inch touchscreen, is standard equipment. AEB with pedestrian detection, BSW, and RCTW are standard.

Ford Escape

59 OVERALL SCORE

$27,500-$39,460

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **74** MPG **26**

The Escape is a competitive small SUV, but only the hybrid version is reliable. We got 26 mpg overall in our tests of the standard 1.5-liter turbo three-cylinder. Although it provides sufficient oomph, it has an annoying vibration at low engine speeds. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The Escape's ride has an underlying firmness but is steady and composed. Handling is nimble and secure, but the brake pedal is oversensitive. 2023 brings an optional 13.3-inch infotainment screen with touch-based climate controls. The controls on lower trims are easier to use. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy when set to the rearmost position. AEB with pedestrian detection, BSW, and RCTW are standard.

Ford Escape Hybrid

73 OVERALL SCORE

$33,340-$39,460

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **85** MPG **34**

The Escape hybrid version gets an impressive 34 mpg overall in our tests, and can propel itself on electric power alone at low speeds and during coasting, and the power is very accessible up front. There's also a front-wheel-drive plug-in hybrid with a 37-mile electric range. Like the regular Escape, the hybrid's ride has an underlying firmness but is steady and composed. Handling is nimble and secure, but the brake pedal is oversensitive. Controls, including the rotary gear selector, are easy to use. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy when set to the rearmost position. All Escapes have standard AEB with pedestrian detection, BSW, and RCTW.

Ford Expedition

60 OVERALL SCORE

$54,155-$85,615

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **66** MPG **16**

The Expedition is a huge SUV with modern convenience and active safety features. The sole engine option, a 3.5-liter turbo V6 mated to a 10-speed automatic, provides effortless motivation. We got 16 mpg overall, which is on a par with this class. Handling is ungainly, and the ride is somewhat stiff. The cabin is quiet, and the third-row seat is truly suitable for adults. The second- and third-row seats can be folded flat with the push of a button to create an enormous cargo area. A recent refresh introduced Ford's latest Sync 4 infotainment system, with either a standard 12-inch display or an optional 15.5-inch display. Ford's BlueCruise active driving assistance system comes standard on the Platinum trim. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Ford Explorer

49 OVERALL SCORE

$36,760-$56,075

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **74** MPG **21**

The Explorer has a spacious cabin and is relatively agile among three-row midsized SUVs, but the driving experience is marred by a clunky transmission, noisy engine, and stiff-edged ride. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but sounds raspy. Plus, the transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. A hybrid is also offered but is focused more on power and towing capabilities than fuel economy. The controls and infotainment system are very easy to use. The third row is tight, as is common for the class. A power liftgate is standard. The standard Ford Co-Pilot360 suite of active safety features includes AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Ford F-150

45/58 OVERALL SCORE

$34,585-$84,910

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **75-79** MPG **19-20**

The F-150's cabin is very quiet, and the crew-cab versions we tested are super-roomy. The 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall. The PowerBoost hybrid version has loads of power and gets 20 mpg overall. The ride is still stiff, and handling is ponderous. Controls are straightforward, but the interior is spartan. Ford's Sync 4 infotainment system is very easy to use. Clever features include a foldaway gear selector that creates a flat workspace, a tailgate designed to serve as a workbench, and an optional built-in generator to power tools. AEB with pedestrian detection is standard. BSW and RCTW are optional. Ford's BlueCruise active driving assistance system is available. A Raptor R with a 700-hp, 5.2-liter supercharged V8 is new.

Ford F-150 Lightning

65 OVERALL SCORE

$55,945-$96,874

RELIABILITY ↓ SATISFACTION ↑↑

ROAD-TEST SCORE **89** MPGe **70**

This F-150 EV comes only as a crew cab and offers two power levels, 452 and 580 hp. The standard-range battery has an EPA-estimated range of 240 miles, and the extended-range battery is rated at 320 miles. Maximum acceptance rate at a DC fast-charging place is 150 kilowatts. The truck has prodigious power, and acceleration is whisper-quiet. With independent rear suspension the Lightning rides much more comfortably than the regular F-150, though handling is lumbering. Inside is a giant screen for the easy-to-use infotainment system. The power-operated hood reveals a large front trunk. The standard-range Lighting has a 2,235-pound payload capacity, and the extended-range truck can tow up to 10,000 pounds. AEB with pedestrian detection, BSW, and RCTW are standard.

Ford Maverick ✓

78 OVERALL SCORE

$22,195-$30,175

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **78** MPG **23**

The nonhybrid Maverick pickup trucks use an optional 250-hp turbo four-cylinder mated to an eight-speed automatic, with front- or all-wheel drive. This powertrain gives robust acceleration, can tow up to 4,000 pounds, and gets 23 mpg overall, but its tendency to lug along at low revs sends annoying vibrations into the cabin. The ride is refined for a pickup truck, and handling is very secure. Maneuverability, access, and visibility are commendable, and the controls are super-easy. However, the truck is loud (the hybrid is quieter), and the interior ambience is utilitarian. The 4.5-foot-long bed is deep enough to be practical and is very easy to reach into. AEB with pedestrian detection comes standard. BSW, RCTW, LDW, and LKA are optional.

Ford Maverick Hybrid ✓

80 OVERALL SCORE

$22,195-$27,955

RELIABILITY ↑ SATISFACTION ↑↑

ROAD-TEST SCORE **82** MPG **37**

The Maverick comes standard as a hybrid, with a 191-hp four-cylinder linked to an eCVT and driving the front wheels. It can propel itself on electric power at low speeds, and we got an excellent 37 mpg overall. A bonus for the hybrid is its quietness advantage and smoother operation that's free of the low-rev vibration of the nonhybrid version. The ride is refined for a pickup truck, and handling is very secure. Maneuverability, access, and visibility are commendable, and the controls are super-easy. The interior ambience is utilitarian. The bed measures just 4.5 feet long, but it's deep enough to be practical, and the Maverick's small size makes it very easy to access. AEB with pedestrian detection comes standard. BSW, RCTW, LDW, and LKA are optional.

Ford Mustang

63/68 OVERALL SCORE

$27,770-$55,570

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **76-84** MPG **19-25**

A redesigned 2024 Mustang (shown) goes on sale this summer. Changes center around freshening the appearance, adding safety technology, and edging up horsepower. The current Mustang combines a thrilling driving experience with everyday livability. Its V8 delivers a throaty and satisfying engine and exhaust sound. The base turbo 2.3-liter four-cylinder is less exciting. The manual transmission complements the car best, but the automatic works well, too. Handling is balanced and controlled, and the ride is taut. The front seats are supportive but lack a power-recline feature. The rear seat has room for groceries but little else. A convertible is also available. AEB with pedestrian detection, BSW, and RCTW come standard on most versions.

Ford Mustang Mach-E

66 OVERALL SCORE

$45,995-$63,995

RELIABILITY ↓ SATISFACTION ↑↑

ROAD-TEST SCORE **78** MPGe **90**

The Mach-E is Ford's first designed-from-the-ground-up EV. With styling cues from the iconic Mustang muscle car, this five-passenger SUV has useful cargo room, and is available with all-wheel drive. The extended-range battery version with all-wheel drive has a 270-mile range. On a 240-volt home charger, it takes about 10 hours to fill the 88-kilowatt-hour battery from empty. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. The ride is jittery, however. A 15.5-inch vertical touchscreen dominates the stark interior; the system has a steep learning curve before familiarity sets in. All Mach-Es have standard AEB with pedestrian detection, BSW, and RCTW. The BlueCruise active driving assistance system is available.

Ford Ranger

54 OVERALL SCORE

$27,400-$40,945

RELIABILITY ! SATISFACTION !

ROAD-TEST SCORE **55** MPG **20**

The Ranger midsized pickup truck offers modern entertainment and safety technologies, but its ride is stiff and choppy, and handling is clumsy. The 2.3-liter turbocharged four-cylinder is mated to a 10-speed automatic. This combination makes the Ranger feel responsive, but engine noise is quite pronounced at low speeds. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It can be hard to get into the Ranger because of the high floor. There are two cab configurations: an extended cab and a crew cab. The Tremor package includes special off-road suspension components. AEB with pedestrian detection is standard. BSW and RCTW are optional on the base XL trim but standard on others.

Genesis G70 ✓

70 OVERALL SCORE

$39,400-$47,000

RELIABILITY ! SATISFACTION ↑↑

ROAD-TEST SCORE **73** MPG **23**

The Genesis G70 sports sedan has a standard 252-hp turbo four-cylinder engine that feels energetic in normal driving, even though its instrumented acceleration time is among the slowest in the class. In our test of an all-wheel-drive version, we got 23 mpg overall, which isn't particularly good, either. The uplevel 365-hp turbo V6 is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, stopping distances are long. The car is quiet, and the interior is well-assembled. Access can be tough because of the car's low stance, and the cabin is very cramped, particularly the back seat. A new 10.25-inch touchscreen infotainment system was part of a recent freshening. AEB with pedestrian detection, BSW, and RCTW are standard.

Genesis G80 ✓

84 OVERALL SCORE

$50,000-$65,750

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **86** MPG **24**

This formidable competitor to other luxury midsized sedans comes standard with a responsive 300-hp, 2.5-liter turbo four-cylinder. Combined with a slick-shifting eight-speed automatic, this pairing returned a just so-so 24 mpg overall in our tests. Rear- or all-wheel drive is available. There's also a punchy 375-hp, 3.5-liter turbo V6. New for 2023 is a fully electric version with 365 hp from dual motors and an EPA-rated 282-mile range. The ride is plush, handling is sharp, and braking is top-notch. Fit and finish is impressive yet understated. The cabin is roomy, and the seats are comfortable in the front and rear. However, the infotainment system is over-complicated, and the unintuitive gear selector is tricky to use. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Genesis G90

NA
OVERALL SCORE

$88,400-$98,700

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

The redesigned 2023 G90 adds in abundant luxury and technology features. Two engines are available: a stout 375-hp, 3.5-liter turbo V6, and a more powerful 409-hp version with an electric supercharger. The supersmooth eight-speed automatic complements both. The G90 rides very comfortably, mopping up every bump and rut with its supple suspension. Handling is responsive, thanks in part to available rear-wheel steering. The cabin is beautifully finished and is designed to pamper, with massaging seats, soft-closing doors, and a high-quality sound system. Top versions have a reclining rear seat for those who would rather be chauffeured. A complete suite of active safety features is standard, and the active driving assistance system is able to change lanes.

Genesis GV60

84
OVERALL SCORE

$59,290-$68,290

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **91** | MPGe **95**

The GV60 is one of the best EVs, thanks to its smooth acceleration, comfortable ride, agile handling, and stylish interior. It has an EPA-rated 248-mile range from its 77.4-kilowatt-hour battery and comes standard with AWD. Like its siblings, it can charge more quickly than other EVs when using DC fast charging in public places. The controls are slightly easier to use than the overly complicated setups found in other Genesis models, and there are some interesting features, such as a retractable gear selector in the shape of a crystal ball, facial recognition to unlock the car, and a fingerprint reader to turn the vehicle on. Rear and side visibility are compromised because of the car's swoopy styling. AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, LKA, and lane centering assistance come standard.

Genesis GV70

76
OVERALL SCORE

$43,150-$55,250

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** | MPG **24**

The GV70 more than holds its own in the compact-luxury-SUV segment. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished, and yields a competitive 24 mpg overall. The 375-hp turbo V6 is smoother, but it seems unnecessary, given the base engine's strong performance. The GV70 is taut and agile, with sports-sedan-like handling, yet the ride is pliant and composed. All-wheel drive is standard. The lavishly furnished cabin is impressive, and the seats are comfortable and supportive. Despite the angled roofline, rear-seat room is decent—but rear visibility is hampered. The controls are unintuitive and distracting, including the rotary gear selector. AEB with pedestrian detection, BSW, and RCTW are standard. An electrified GV70 is also available.

Genesis GV80

64
OVERALL SCORE

$55,800-$70,850

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **75** | MPG **18**

The GV80 midsized SUV from Hyundai's luxury brand competes on an equal footing with some esteemed competitors. It is quick, quiet, beautifully appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder, and the uplevel engine is a punchy 3.5-liter turbo V6. The latter delivers effortless power, but it's not very fuel-efficient. All-wheel drive is standard for 2023. The GV80 has sharp steering and feels taut and agile through corners, yet the ride is comfortable and composed. The interior is finely crafted, but the infotainment system's controller dial is tricky to use. A very small third-row seat is available. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW with reverse AEB.

GMC Acadia

66
OVERALL SCORE

$36,800-$50,600

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **76** | MPG **19**

The Acadia is a very pleasant midsized three-row SUV, particularly in the upscale Denali trim. The ride is steady and composed, and handling is responsive. A turbocharged four-cylinder is standard. We tested the smooth 3.6-liter V6, which returned just 19 mpg overall. Both engines get a nine-speed automatic. This family-friendly SUV is very quiet, the front seats are comfortable, and the infotainment system is easy to use, but the push-button gear selector is fussy. The outboard second-row seats can slide and tilt forward, even with a child seat in place. The AT4 version is somewhat off-road-oriented, with more aggressive wheels, a skid plate, and a hill-descent mode. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

GMC Canyon

NA
OVERALL SCORE

$36,600-$55,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

A twin to the Chevrolet Colorado, the 2023 redesigned Canyon is positioned as slightly more upscale. Like the Chevrolet, the Canyon is available only as a crew cab. It's powered by a 310-hp, turbocharged four-cylinder engine paired to an eight-speed automatic. Buyers get a choice of rear- or four-wheel drive. For off-road use, several trims provide progressively increased ground clearance and capability, culminating in the new AT4X. Every truck features an 11-inch infotainment screen, with related apps for off-roading and trailering. All Canyons are equipped with standard AEB with pedestrian detection, LKA, LDW, and automatic high beams. BSW and RCTW are optional.

GMC Hummer EV

NA
OVERALL SCORE

$79,995-$112,595

RELIABILITY **NA** | SATISFACTION **NA**

ROAD-TEST SCORE **NA** | MPGe **NA**

GMC's first electric SUV and pickup truck promise off-road-ready performance with sports-car-quick acceleration. They feature removable glass roof panels for an open-air driving experience, and they have the ability to "crab walk" (move diagonally) when negotiating trails. GM's Super Cruise driver assistance system is available. First out of the gate is the full-featured Edition 1 pickup truck boasting 1,000 hp and promising 350-plus miles of range. All Hummer pickups have five seats, four doors, and a 5-foot pickup bed with a power tonneau cover and multifunction tailgate. The SUV follows during the first half of 2023, with a top power output of about 830 hp. Over the following two years, less expensive versions of each will be offered with reduced power and range.

GMC Sierra 1500

50
OVERALL SCORE

$37,100-$82,100

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **78** | MPG **17-23**

The Sierra's recent updates include a fresh interior, new trim levels, more safety features, and the availability of the Super Cruise active driving assistance system. Power delivery is smooth and responsive, the ride is steady, the cabin is very quiet, and handling is sound and secure. Our four-wheel-drive crew cab got 17 mpg overall from the 5.3-liter V8 engine, and a 3.0-liter turbodiesel six-cylinder got an impressive 23 mpg overall in our tests. Rear-seat room in crew-cab versions is immense, but the truck's height requires climbing in. Among the helpful options are a power tailgate and power running boards that can shift rearward to help you reach the bed. Top trims get a 6.2-liter V8 mated to a 10-speed automatic. AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are optional.

GMC Terrain

NA
OVERALL SCORE

$29,900-$38,600

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

The Terrain was recently freshened with exterior updates and an outdoorsy AT4 version. It is a corporate cousin of the Chevrolet Equinox, but a few critical differences compromise it, even though it is positioned as a more premium offering. We found it to be loud and stiff-riding, with severely hampered visibility. The only available engine is a 175-hp, 1.5-liter turbo four-cylinder that is mated to a nine-speed automatic. The Terrain's gear selector is controlled by dash-mounted push buttons that are unintuitive to operate. The infotainment system, on the other hand, is one of the easier ones to use. AEB with pedestrian detection is standard; BSW and RCTW are optional.

GMC Yukon

52
OVERALL SCORE

$57,400-$94,555

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **67** | MPG **17**

Like its Chevrolet siblings, the Yukon's independent rear suspension improves ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of predictable, uninterrupted power. The ride is comfortable, although it's steadier in the Denali version, with its standard magnetic ride suspension. Handling is secure though ponderous. The enormous cabin is almost eerily quiet. Cargo capacity is generous, weakening the case for the even larger Yukon XL. Controls are very easy to use, except for the tricky electronic gear selector, and the tall hood cuts forward visibility. AEB with pedestrian detection is standard, but BSW and RCTW are optional. For 2023, GM's Super Cruise active driving assistance system is available.

GMC Yukon XL

52
OVERALL SCORE

$60,100-$97,255

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **67** | MPG **16**

Like its smaller sibling, the Yukon XL now has an independent rear suspension that improves ride comfort, handling, and even third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic, and that powertrain supplies plenty of power. The Denali trim's electromagnetic suspension dampers provide a more composed ride than the already good standard suspension. Handling is relatively ponderous. The enormous cabin is quiet, and the controls are easy to use, except for the tricky electronic gear selector. It's a big step up to get into the Yukon XL, and the tall hood hurts forward visibility. AEB with pedestrian detection is standard, but BSW and RCTW are optional. Updates for 2023 include the availability of the Super Cruise active driving assistance system on higher trims.

Honda Accord

NA
OVERALL SCORE

$27,295-$37,890

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

The Accord is treated to an evolutionary redesign for the 2023 model year, growing in size, adding convenience features, and bolstering its safety feature roster. The punchy 2.0-liter turbo is replaced by a hybrid powertrain as the uplevel engine choice. The LX and EX use an updated 192-hp, 1.5-liter turbo four-cylinder. All other versions have a 204-hp hybrid. Top trims feature Honda's largest-ever touchscreen—a 12.3-inch display. AEB with pedestrian detection, LDW, LKA, and adaptive cruise control are all standard. It's unfortunate that BSW and RCTW are standard only on upper trims. There is a standard rear seat belt reminder, and a rear-seat reminder to warn of a child or pet potentially left behind.

Honda Civic

74
OVERALL SCORE

$25,050-$43,295

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **74** | MPG **32-33**

The Civic's standard 2.0-liter four-cylinder has adequate power and gets 33 mpg overall. Handling is nimble and secure, but the ride is stiff and choppy, and the elevated road noise gets tiring on trips. The top Touring trim has better sound insulation and uses a more powerful 1.5-liter turbo engine, but it's pricier. The only available drivetrain on the sporty Si version is a 200-hp turbo engine with a six-speed manual, which returns an impressive 32 mpg overall. The Civic's cabin is relatively roomy, but the car's low-slung stance makes it awkward to get in and out. The infotainment system is very easy to use, with plenty of physical knobs and buttons. While AEB with pedestrian detection, LDW, and LKA are standard, it's unfortunate that BSW and RCTW are available only on the top trims..

Honda CR-V

84
OVERALL SCORE

$31,610-$39,100

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **88** | MPG **26**

Honda redesigned the CR-V for 2023 but didn't stray far from its proven formula of practicality. The 1.5-liter turbo engine that's mated to a CVT delivers unobtrusive propulsion but feels a bit underpowered. At 26 mpg overall, fuel economy is no longer a standout. The more fuel-efficient hybrid version combines a 2.0-liter engine with an electric drive. The ride is firm but absorbent, and handling is responsive and secure. The rear seat is generous and easy to get into, thanks to a wide swinging door. Cargo room is ample. All controls and the infotainment system are easy to use. Standard active safety and driving assistance features include a driver attention monitoring system and a rear-seat reminder, as well as AEB with pedestrian detection, BSW, and RCTW.

Honda HR-V

73
OVERALL SCORE

$23,800-$29,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **70** | MPG **27**

The redesigned-for-2023 HR-V is a more pleasant vehicle than the last model, with a roomy interior, user-friendly controls, and 27 mpg overall fuel economy. But the improvements to the ride quality and sound insulation don't go far enough. Handling is ordinary but ultimately secure. We found that the 158-hp, 2.0-liter engine and CVT feel underpowered. There's plenty of headroom up front, and visibility over the hood is good, but the front seats lose support after about 30 minutes of driving. The controls and infotainment system are very easy to use. The LX and Sport get a 7-inch touchscreen, while the top EX-L gets a 9-inch screen. AEB with pedestrian and cyclist detection, LDW, and LKA are standard. BSW and RCTW are standard on the Sport and EX-L but unavailable on the base LX.

Honda Odyssey

77
OVERALL SCORE

$37,490-$49,620

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **83** | MPG **22**

The Odyssey blends refinement, quietness, and convenience in a practical package. Its interior is very flexible, with the ability to slide the second-row outboard seats sideways. The 280-hp, 3.5-liter V6 engine supplies plenty of power and is teamed with a slick 10-speed automatic. The engine is smooth, punchy, and hushed. The ride is very comfortable, the cabin is quiet, and handling is sound. However, the push-button gear selector takes getting used to, the decent fuel economy is no match for the Toyota Sienna hybrid, and unlike the Sienna and Chrysler Pacifica, the Odyssey isn't available with all-wheel drive. The 8-inch infotainment touchscreen is slow to respond and can be distracting. Key active safety features are standard on all trims. BSW and RCTW became standard for 2023.

Honda Passport ✓

76 OVERALL SCORE

$41,100-$46,560

RELIABILITY ↑ SATISFACTION |

ROAD-TEST SCORE **76** MPG **21**

The Passport is a shorter, five-seat version of Honda's previous-generation Pilot. In our tests the smooth, refined 3.5-liter V6 engine and nine-speed automatic returned 21 mpg overall. The midsized Passport slots between the compact CR-V and the three-row Pilot, and competes with the Ford Edge and Nissan Murano. Unlike the Pilot, we found the Passport's ride to be comparatively stiff but without a marked improvement in handling agility. The infotainment system is slow to respond, and the push-button gear selector is tricky to use without looking down at it. The entry EX-L trim is well-equipped, has a roomy interior, and is full of handy storage places. Standard active safety features include AEB, BSW, and RCTW. For 2023, all-wheel drive is standard.

Honda Pilot

NA OVERALL SCORE

$39,150-$52,030

RELIABILITY | SATISFACTION |

ROAD-TEST SCORE **NA** MPG **NA**

The redesigned Pilot is roomy, comfortable and user-friendly. The smooth and refined 3.5-liter V6 engine produces 285 hp and pulls strongly. It's paired with a slick, responsive 10-speed automatic. Most versions have an eight passenger seating configuration with a flat-folding third-row seat. The ride is comfortable, and the cabin is quiet. Handling is sound but not nimble. Controls are very easy to use except for the push-button gear selector. Lots of storage cubbies and bins are handy, as is a nifty button to clear access to the third seat. A rugged looking TrailSport trim is new. Maximum towing capacity is 5,000 pounds. The Pilot's standard active safety features include AEB with pedestrian detection, BSW, and RCTW, all powered by an enhanced forward camera and radars.

Honda Ridgeline ✓

76 OVERALL SCORE

$38,800-$46,230

RELIABILITY | SATISFACTION ↑

ROAD-TEST SCORE **83** MPG **20**

Honda's easy-to-live-with pickup is unlike most trucks in that it has a carlike unibody construction, fully independent suspension, and lockable trunk space below the bed floor. Power comes from a slick 3.5-liter V6 engine, which returned 20 mpg overall in our tests. A nine-speed automatic is the only available transmission. Towing capacity is modest, at 5,000 pounds, and the bed is shallow. Ride comfort is a high point, and handling is more responsive than in conventional pickup trucks, plus the cabin is quiet. The infotainment system is tricky to use. AEB with pedestrian detection is standard. BSW and RCTW are unavailable on the base Sport trim but standard on other trims.

Hyundai Elantra

65 OVERALL SCORE

$20,650-$34,400

RELIABILITY ↓ SATISFACTION |

ROAD-TEST SCORE **79** MPG **33**

Overall, the Elantra is one of the better small sedans, and we think the hybrid version is the pick of the model range. The standard engine is a 147-hp four-cylinder teamed with a continuously variable transmission, which together give quick acceleration and commendable fuel economy for the compact class. A sporty 276-hp turbo N model is also available. Handling is nimble, but the ride is overly firm and the engine gets noisy. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access awkward. The infotainment system is easy to use. AEB with pedestrian detection, BSW, and RCTW are standard. We don't recommend the Elantra because it has below-average reliability.

Hyundai Elantra Hybrid ✓

73 OVERALL SCORE

$24,550-$29,150

RELIABILITY | SATISFACTION |

ROAD-TEST SCORE **85** MPG **48**

The latest Elantra got a slightly roomier interior and a more sophisticated infotainment system. And the hybrid version is the pick of the litter, returning not only an impressive 48 mpg overall but also a smoother ride and quieter cabin than the regular model. Handling is nimble, aided by the independent rear suspension the hybrid has. Seat comfort is so-so unless buyers get the pricier Limited trim, and the car's low stance makes access awkward. The infotainment system is easy to use. AEB with pedestrian detection, BSW, and RCTW are standard. We recommend the Elantra Hybrid because it has average reliability.

Hyundai Ioniq 5 ✓

76 OVERALL SCORE

$41,450-$56,500

RELIABILITY | SATISFACTION ↑↑

ROAD-TEST SCORE **91** MPGe **98**

The Ioniq 5, which is related to the Genesis GV60 and Kia EV6, is one of the most impressive EVs we've tested, with punchy acceleration, agile handling, a reasonably comfortable ride, and generous interior room. The EPA-estimated driving range is 303 miles for the single-motor, rear-wheel-drive version with the 77.4-kilowatt-hour battery, and 256 miles for the dual-motor, all-wheel-drive model. Quick charging times are possible at public DC fast-charging venues, thanks to the battery's maximum acceptance rate of 235 kW. Despite its futuristic vibe, the Hyundai's controls are mostly user-friendly. Many interior surfaces, such as the seats, headliner, and door trim, use eco-friendly materials. Standard safety systems include AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Hyundai Ioniq 6

NA OVERALL SCORE

$45,000-$60,000E

RELIABILITY NA SATISFACTION NA

ROAD-TEST SCORE NA MPGe NA

The Ioniq 6 is based on the same platform as the Ioniq 5, Kia EV6, and Genesis GV60. This sleek sedan measures about 8 inches longer than the Ioniq 5. It offers a choice of a 53- or 77.4-kilowatt-hour battery. The latter is likely to deliver a longer range than the Ioniq 5's, thanks to its more aerodynamic body. The top configuration uses two motors, giving it all-wheel drive, and they yield a combined 320 hp. Like the Ioniq 5, it is capable of rapid DC fast charging in public places. The car is super-quiet inside. The window and mirror controls are oddly placed on the center console instead of on the door trim. Hyundai made AEB with pedestrian and cyclist detection, BSW, RCTW, and adaptive cruise control standard equipment. More advanced features are available on SEL and Limited trims.

Hyundai Kona

59 OVERALL SCORE

$22,140-$34,950

RELIABILITY ↓ SATISFACTION ↓

ROAD-TEST SCORE **72** MPG **26**

The Kona's imminent 2024 redesign will feature a hybrid version. The base 2.0-liter engine and six-speed automatic are adequate around town but can feel sluggish at times. We got 26 mpg overall in our Kona fitted with the optional all-wheel-drive system. The optional 1.6-liter turbo four-cylinder has a stronger midrange punch, but power delivery is inconsistent. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff, and the cabin gets loud because of elevated levels of road and engine noise. The controls are super-easy to use. A high-performance turbo N model is also available. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Hyundai Kona Electric

41 OVERALL SCORE

$33,550-$41,550

RELIABILITY ⌄⌄ SATISFACTION |

ROAD-TEST SCORE **76** MPGe **120**

The Kona Electric is better than the conventional version, though it's significantly more expensive. Its 201-hp electric motor makes the car quick, with smooth and quiet acceleration. Its range is a robust 258 miles. It takes 9 hours to charge the 64-kilowatt-hour battery from empty on a 240-volt connector. Unlike the regular Kona, the electric version is front-wheel-drive only. It has nimble handling, which makes the Kona responsive when going through corners. The ride, however, is stiff. The controls are very straightforward, though the EV has a push-button gear selector that is challenging to use at a glance. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Hyundai Palisade

80 OVERALL SCORE

$35,550-$51,400

RELIABILITY | SATISFACTION ⌃

ROAD-TEST SCORE **85** MPG **21**

The Hyundai Palisade three-row midsized SUV can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares its platform and many components, such as its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic, with the Kia Telluride. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details. It benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touchscreen infotainment system. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Hyundai Santa Cruz

64 OVERALL SCORE

$25,700-$40,570

RELIABILITY ⌄ SATISFACTION ⌃

ROAD-TEST SCORE **77** MPG **24**

Blending a small SUV and a pickup truck, the Santa Cruz comes with a rather strained 2.5-liter four-cylinder, but a powerful turbocharged version is also available. Front- and all-wheel-drive versions are available. Fuel economy of 24 mpg overall in the turbo version is impressive. The Santa Cruz drives like a car, with responsive handling, a comfortable ride, and easy maneuverability. Rear visibility is hampered because of the small rear window and thick back pillars. Maximum tow capacity is a commendable 5,000 pounds, with a payload of 1,400 pounds. The tiny bed measures just over 4 feet long and has a lockable underbed trunk. Higher trims come with a handy sliding tonneau cover. AEB with pedestrian and cyclist detection, BSW, and RCTW are standard.

Hyundai Santa Fe

73 OVERALL SCORE

$28,450-$47,370

RELIABILITY | SATISFACTION |

ROAD-TEST SCORE **76** MPG **24**

Sitting in between the Tucson and the larger, three-row Palisade, the Santa Fe comes standard with a weak and noisy 191-hp, 2.5-liter four-cylinder engine. The optional 2.5-liter turbo is much more powerful but is mated to a dual-clutch automatic that causes low-speed vibrations. The Santa Fe's cabin is roomy, with a generous rear seat and cargo space. The interior is stylish, but the center console is a sea of buttons, and the push-button gear selector is tricky to use without looking over at it. AEB with pedestrian detection, BSW, and RCTW are standard. A rugged XRT trim is new.

Hyundai Santa Fe Hybrid

88 OVERALL SCORE

$35,910-$41,570

RELIABILITY ⌃ SATISFACTION |

ROAD-TEST SCORE **88** MPG **30**

We think the hybrid version of the Santa Fe is the best one to get. It comes with a 1.6-liter turbo engine that got 30 mpg overall in our tests. It is also quicker and rides more comfortably than the nonturbo Santa Fe. A 261-hp plug-in hybrid with 30 miles of electric range is also available. The hybrid's ability to drive on electric power at low speeds makes it a perfect match for an urban or suburban environment. The Santa Fe's cabin is roomy, with a generous rear seat and cargo space. The interior is stylish, but the center console is a sea of buttons, and the push-button gear selector is tricky to use without looking over at it. AEB with pedestrian detection, BSW, and RCTW are standard.

Hyundai Sonata

80 OVERALL SCORE

$25,100-$35,125

RELIABILITY ⌃ SATISFACTION |

ROAD-TEST SCORE **83** MPG **31**

The coupelike Sonata has a standard 2.5-liter four-cylinder coupled to an eight-speed automatic. This combination provides unobtrusive, linear power and 31 mpg overall in our tests. We like the sedan's responsive handling but found the ride to be stiff. Rear-seat room is decent, although the low stance compromises access. The modern cabin is marred by a counterintuitive push-button gear selector. The standard 8-inch touchscreen is easy to use. A larger screen comes on high-end versions, but these versions lack a tuning knob. The sporty N Line version gets a 2.5-liter turbo engine and dual-clutch automatic. AEB with pedestrian detection, BSW, and RCTW are standard.

Hyundai Sonata Hybrid

79 OVERALL SCORE

$28,100-$36,400

RELIABILITY ⌃ SATISFACTION |

ROAD-TEST SCORE **81** MPG **44**

The Sonata hybrid returned an excellent 44 mpg overall in our tests, but we found that its six-speed automatic has some rough shifts. The hybrid can glide on electric power at low speeds and feels responsive. All versions possess secure handling, but the ride is stiff. Rear-seat room is decent, although the low stance compromises access. The modern cabin is marred by a counterintuitive push-button gear selector. The standard touchscreen is easy to use. A larger screen comes on high-end versions, but it lacks a tuning knob. The sporty N Line version gets a 2.5-liter turbo engine and dual-clutch automatic. AEB with pedestrian detection, BSW, and RCTW are standard.

Hyundai Tucson

77 OVERALL SCORE

$26,700-$44,560

RELIABILITY | SATISFACTION |

ROAD-TEST SCORE **85** MPG **26**

The fourth-generation Tucson is one of the better compact SUVs. With the standard 187-hp, 2.5-liter four-cylinder coupled to an eight-speed automatic, the Tucson accelerates leisurely. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use. But higher trims replace physical volume and temperature knobs with touch-sensitive controls and a push-button gear selector. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Hyundai Tucson Hybrid ✓

83 OVERALL SCORE

$31,150-$44,560

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **94** MPG **35**

The Tucson hybrid's pairing of a 1.6-liter turbo engine and electric assist makes it more responsive and quieter than the standard Tucson, and it got an impressive 35 mpg overall in our tests. The hybrid's power is very accessible at low speeds, thanks to the electric drive's strong initial spurt. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet. The back seat is roomy, and the cargo area is generous for the class. Controls are easy to use, but the flush push-button gear selector on all hybrid trims takes some getting used to. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Hyundai Venue

57 OVERALL SCORE

$19,500-$22,750

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **64** MPG **32**

Hyundai's tiny Venue has a boxy, SUV-like shape that makes it feel roomier than one might expect. It fits beneath the Kona in the Hyundai lineup and competes with the Nissan Kicks and Toyota C-HR. All-wheel drive is not offered. As is the case with other subcompacts, the Venue's 121-hp, 1.6-liter four-cylinder engine is not tremendously powerful, the ride is stiff and choppy, and the cabin is noisy. Handling is nimble, and the car is extremely easy to park and maneuver. An 8-inch touchscreen is standard. Standard active safety features include AEB with pedestrian detection, LDW, and LKA. BSW and RCTW come on all trims except the base SE.

Infiniti Q50 ✓

77 OVERALL SCORE

$42,650-$58,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **82** MPG **22**

The Q50 luxury sports sedan is available in rear- and all-wheel drive. Its 300-hp turbo V6 engine is very punchy and, combined with the seven-speed automatic, makes the car quick. But fuel economy is a thirsty 22 mpg overall. Handling is quite nimble, and the ride is compliant. The cabin and back seat are relatively roomy, but the trunk is small, even for this class. Fit and finish comes up short, and the level of amenities is below the curve, showing this car's age. Infiniti's dual touchscreen infotainment system is slow and cumbersome to use. It requires multiple steps for simple tasks, which causes extra distraction. A 400-hp turbo V6 is also available. Standard active safety equipment includes AEB, BSW, RCTW, and LDW, but pedestrian detection is not offered.

Infiniti QX50 ✓

69 OVERALL SCORE

$40,300-$57,350

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **75** MPG **22**

Infiniti's QX50 is powered by a 268-hp, 2.0-liter turbo four-cylinder engine mated to a continuously variable transmission. Acceleration is competitive, but we got just 22 mpg overall in our all-wheel-drive test car. This trails most competitors, as well as Infiniti's own fuel-economy claims. Interior fit and finish is impressive, and the cabin is quiet and roomy. The QX50 has lackluster but secure handling. We found the ride to be mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Infiniti's ProPilot Assist feature is now standard; it can keep the QX in its lane, and maintain and adjust speed according to traffic. AEB with pedestrian detection, BSW, and RCTW are standard.

Infiniti QX55

NA OVERALL SCORE

$49,150-$57,800

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

This derivative of the QX50 has a sloped roof, giving it a coupelike appearance. It uses the same variable-compression 2.0-liter turbocharged four-cylinder engine and CVT as the QX50. Despite Infiniti's claims that this powertrain optimizes performance and fuel economy, we got just 22 mpg overall in the QX50 we tested. Every QX55 is equipped with all-wheel drive. Like the regular QX50, the cabin is nicely finished, with panel sculpting that creates a fluid appearance. AEB with pedestrian detection, BSW, and RCTW are standard. For 2023, the ProPilot Assist active driving assistance system became standard on all trims. This feature can keep the QX55 in its lane, and can maintain and adjust speed according to traffic.

Infiniti QX60

62 OVERALL SCORE

$49,200-$65,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** MPG **21**

A recent redesign has transformed the QX60 into a slick, refined vehicle. Based on the Nissan Pathfinder, this sleek three-row luxury SUV's 295-hp V6 and nine-speed automatic supply plenty of power and deliver a decent 21 mpg overall. Front- and all-wheel-drive versions are available. The ride is comfortable, and the cabin is quiet. Handling is sound but not particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate, with functions handled via either the screen or a knob on the center console. Standard active safety systems include AEB with pedestrian detection, BSW, and RCTW. The ProPilot Assist active driving assistance system uses adaptive cruise control and lane centering assistance to reduce stress while driving in highway traffic.

Infiniti QX80

49 OVERALL SCORE

$72,700-$87,450

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **62** MPG **15**

The QX80 large SUV has a plush, luxurious, and quiet interior. We liked the supple ride but found this big barge to be ungainly, with cumbersome handling in everyday driving, though it was ultimately secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but the QX80 chugs premium fuel and returns just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungraceful affair. Cargo volume is plentiful, and the small power-folding third-row seat comes in handy for carrying two kids. A recent refresh brought a more modern infotainment system and other updated controls. The Nissan Armada is essentially the same vehicle but costs less. AEB with pedestrian detection, BSW, and RCTW are standard.

Jaguar E-Pace

49 OVERALL SCORE

$48,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **67** MPG **21**

The E-Pace is a stylish and nimble small SUV powered by a 2.0-liter turbo four-cylinder engine mated to a nine-speed automatic and all-wheel drive. Power delivery is uneven: It either accelerates with a sudden burst or feels lethargic and slow. Fuel economy of 21 mpg overall is abysmal. Agile handling and sharp steering make the little Jaguar fun to drive, but it comes at the expense of a stiff ride that lets the passengers feel every bump and rut. The controls are cumbersome but manageable, and the touchscreen infotainment system has been updated with Jaguar's latest Pivi Pro system. Rear and side visibility are dismal. Interior ambience is too ordinary and not befitting a car in this class. AEB with pedestrian detection, BSW, and RCTW are standard.

Jaguar F-Pace

48 OVERALL SCORE

$52,400-$89,500

RELIABILITY SATISFACTION

ROAD-TEST SCORE **69** MPG **20**

Jaguar's compact luxury SUV shares its platform with the XF sedan and Range Rover Velar. A 2.0-liter turbo four-cylinder is the base engine. High-end versions get a turbocharged 3.0-liter six-cylinder that makes the car feel quick and effortless. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, which makes for a lively driving experience, though the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of an Audi Q5 or a BMW X3. The infotainment system has been updated to Jaguar's latest Pivi Pro system. We found that the A/C system isn't always up to the task. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Jaguar I-Pace

58 OVERALL SCORE

$71,300

RELIABILITY SATISFACTION

ROAD-TEST SCORE **82** MPGe **75**

The I-Pace all-electric SUV seats five and has an EPA-estimated range of 246 miles. It's a quick and quiet car that handles nimbly. The ride is firm yet comfortable. The interior is luxurious, with an attractive combination of charm and high-tech features, including dual screens for the infotainment system and a fussy push-button gear selector. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. Like other EVs, we found, it takes quite a while to charge: The 90-kilowatt-hour battery takes about 13 hours from almost empty using a 240-volt connection. Even at a public fast charger, the I-Pace is behind the pace because of its mere 100-kW acceptance rate. The I-Pace has standard AEB with pedestrian and bicyclist detection, LKA, BSW, and RCTW.

Jaguar XF

NA OVERALL SCORE

$47,000-$52,700

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

The XF is arguably the most agile midsized luxury sedan. It's taut and nimble, with lively steering, yet its ride is supple and composed. That combination makes it very enjoyable to drive. It comes in rear- and all-wheel-drive versions. A recent refresh brought a snazzier interior, an easier-to-use gear selector, and better-placed window controls, as well as an updated infotainment system. The only engine available is a 2.0-liter turbo four-cylinder, and the only transmission choice is an eight-speed automatic that shifts smoothly. The front and rear seats are very comfortable, and the trunk is large. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are all standard.

Jeep Cherokee

64 OVERALL SCORE

$37,695-$41,295

RELIABILITY SATISFACTION

ROAD-TEST SCORE **67** MPG **23**

The Cherokee SUV is available with a 2.4-liter four-cylinder engine or a 2.0-liter turbocharged four-cylinder for 2023. The turbo engine suffers from a significant delay, particularly when accelerating from a rolling stop, the nine-speed automatic is neither smooth nor responsive, and the Cherokee returned just 23 mpg overall. Handling is cumbersome, but the SUV remains under control when pushed. The ride is stiff, and the coarse engine noise mars an otherwise quiet cabin. The rear seat is roomy, and controls are intuitive. The Trailhawk features off-road motifs mostly for looks. AEB, BSW, RCTW, LDW, and LKA are standard, but pedestrian detection isn't available.

Jeep Compass

NA OVERALL SCORE

$29,995-$35,745

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

The Compass gets a lot of changes for 2023. Jeep replaced the 2.4-liter four-cylinder, which we found to be unrefined and sluggish, with a 2.0-liter turbo four-cylinder, and dropped the balky nine-speed automatic in favor of an eight-speed. Four-wheel drive is standard. The Compass we tested with the 2.4-liter engine wasn't very agile, but it proved to be secure at its limits. Aside from the allure of the Jeep brand, the Compass trails the competition in several important metrics. The ride is rather stiff and jittery. The rear seat is too low and flat. Interior and exterior styling were recently updated, and the infotainment system is now the latest Uconnect system with either an 8.4-inch or a 10.1-inch screen size. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Jeep Gladiator

36 OVERALL SCORE

$38,775-$50,995

RELIABILITY SATISFACTION

ROAD-TEST SCORE **52** MPG **18**

A longer wheelbase and a 5-foot bed transform the Wrangler into the Gladiator pickup truck. The standard 285-hp, 3.6-liter V6 is mated to either a smooth eight-speed automatic or a six-speed manual. The Jeep returned 18 mpg overall with the automatic in our tests. Unlike most compact pickups, the truck uses coil springs in the rear suspension, which make the ride relatively comfortable. Handling, however, is pretty clumsy. The truck comes with a soft top; a removable hardtop is optional. Either way, there's lots of wind noise on the highway. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. A 3.0-liter V6 diesel and full-time 4WD are available. AEB, BSW, and RCTW are optional, and pedestrian detection isn't offered.

Jeep Grand Cherokee

55 OVERALL SCORE

$41,035-$72,595

RELIABILITY SATISFACTION

ROAD-TEST SCORE **73** MPG **20**

With its recent redesign Jeep improved the Grand Cherokee's interior and fuel economy. Its standard 3.6-liter V6 is responsive, and the eight-speed automatic is smooth. Handling is sound and secure, and the ride is firm yet absorbent, particularly with the smaller 18-inch tires. Off-road seekers will want the 4xe Trailhawk, which has low-range gearing and height-adjustable suspension. This plug-in hybrid model uses a 2.0-liter turbocharged four-cylinder coupled with electric drive and provides a claimed 25 miles of electric-only range. The Uconnect 5 infotainment system has new features and more customization, but it has become less intuitive. AEB with pedestrian and cyclist detection, BSW, and RCTW are standard.

Jeep Grand Cherokee L

53 OVERALL SCORE

$43,035-$70,190

RELIABILITY SATISFACTION

ROAD-TEST SCORE **71** MPG **19**

Jeep's midsized three-row SUV is a longer version of the Grand Cherokee. Most GC-Ls are powered by the familiar 290-hp, 3.6-liter V6, which tends to be noisy when revved and isn't that powerful or fuel-efficient. High-end versions come with a 5.7-liter V8. The eight-speed automatic is smooth and downshifts appropriately to help slow the vehicle when descending hills. The ride has an underlying firmness but is composed over undulations. Body roll is well-contained in corners, but the steering is too light. Six- and seven-passenger configurations are available, and the third row is relatively roomy. The interior exudes a premium feel, but some of the redesigned controls are too cluttered. Standard active safety and driving assistance features include AEB with pedestrian detection, BSW, and RCTW.

Jeep Renegade

40 OVERALL SCORE

$29,995-$32,845

RELIABILITY ⌄ SATISFACTION ⌄⌄

ROAD-TEST SCORE **56** MPG **24**

The subcompact Renegade looks enticingly cute but is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the old 2.4-liter was unimpressive at 24 mpg overall. A 1.3-liter turbocharged four-cylinder engine is now standard and should be more fuel-efficient. Handling is uninspiring, and the ride is unremarkable. Excessive vibrations while the engine is idling and a too-touchy brake pedal also mar the driving experience. The Trailhawk version offers a token amount of off-road capability. Chrysler's easy-to-use Uconnect infotainment system is one of the best in the business. Active safety features, including BSW, RCTW, LDW, and LKA, are standard on all trims. Unfortunately, pedestrian detection isn't available.

Jeep Wagoneer

51 OVERALL SCORE

$58,995-$77,220

RELIABILITY ⌄ SATISFACTION |

ROAD-TEST SCORE **66** MPG **15**

Jeep revived the storied Wagoneer nameplate for an all-new, large three-row luxury SUV based on the Ram 1500 pickup truck. Unlike the Ram, the Wagoneer has independent rear suspension. The extra-premium Grand Wagoneer gets a larger 6.4-liter V8, more luxury amenities, and typically a six-figure price. The Wagoneer's stout 392-hp, 5.7-liter V8 returns just 15 mpg overall, which is way behind the times, and the worst among large SUVs. The Wagoneer rides comfortably, particularly if equipped with the optional air suspension, and the big SUV is very quiet. Handling is sound but not a strong suit. The cabin is very roomy, and even the third-row seat is suitable for adults. AEB with pedestrian detection, BSW, and RCTW are standard. A 15-inch-longer L version arrives for 2023.

Jeep Wrangler

25 OVERALL SCORE

$31,195-$82,495

RELIABILITY ⌄ SATISFACTION |

ROAD-TEST SCORE **34** MPG **18**

The Wrangler remains true to the off-roading icon's heritage. Its essential hallmarks remain, with body-on-frame construction and solid axles. It's available in two- and four-door configurations, but be aware that the multitude of options can quickly drive up the price. The standard 2.0-liter turbocharged four-cylinder provides decent power. The V6 with the eight-speed automatic feels stronger, and we got 18 mpg overall. Jeep also offers a 4xe plug-in hybrid that can drive a short distance on electric power. The 6.4-liter V8 on the Rubicon 392 seems frivolous. Handling still lacks precision. The ride is stiff and jiggly, and there's lots of wind noise at highway speeds, regardless of roof choice. AEB, BSW, and RCTW are all optional only, and pedestrian detection isn't offered at all.

Kia Carnival ✓

84 OVERALL SCORE

$33,100-$46,200

RELIABILITY ⌃ SATISFACTION ⌃

ROAD-TEST SCORE **85** MPG **21**

Kia's minivan is roomy and refined, and it comes with desirable active safety features and optional luxury amenities. The Carnival is powered by a punchy 290-hp V6 that has lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors but no match for the Toyota Sienna hybrid. The ride is comfortable, and handling is secure but not agile. Controls are easy to use. High-end versions come with a loungelike reclining feature for the second row. The midsection of the second row can handily slide fore and aft, but owners have to remove the second-row seats for maximum cargo capacity—and they are heavy. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Kia EV6 ✓

91 OVERALL SCORE

$48,700-$61,600

RELIABILITY ⌃⌃ SATISFACTION ⌃⌃

ROAD-TEST SCORE **90** MPGe **105**

The EV6 is Kia's first car designed from the outset to be fully electric. EPA-estimated driving ranges are 310 miles for the rear-drive, long-range-battery model and 274 miles for the all-wheel-drive version. The base rear-drive model has a smaller battery, less horsepower, and only a 232-mile range. Recharging can be done relatively quickly at public DC fast chargers, thanks to the EV6's 235-kilowatt acceptance rate. The EV6 is taut and agile, and the ride is steady and comfortable. It glides silently down the road and accelerates briskly. Rear and side visibility are restricted, and the car is saddled with annoying split-use climate and audio controls. Standard active safety and driving assistance features include AEB with pedestrian and cyclist detection, BSW, and RCTW.

Kia Forte

62 OVERALL SCORE

$19,690-$25,090

RELIABILITY | SATISFACTION ⌄

ROAD-TEST SCORE **71** MPG **34**

The budget-friendly, compact Forte has some positives, including simple controls and impressive fuel economy. However, it suffers from a too-stiff ride and a noisy cabin. The standard 147-hp four-cylinder pulls adequately, and the CVT provides unobtrusive progress, but the engine gets raucous when pushed. At 34 mpg overall, fuel economy is excellent. Handling is responsive, and the Forte is willing to tackle corners. But it feels like the suspension transmits every bump to the passengers. The interior is drab and spartan, and the seats in the midlevel LXS are uncomfortable. The infotainment system is simple and easy to use. A sportier GT model with a turbo engine is also available. AEB with pedestrian detection, LDW, LKA, and lane centering assistance are all standard; BSW and RCTW are optional.

Kia K5 ✓

81 OVERALL SCORE

$25,290-$31,690

RELIABILITY ⌃ SATISFACTION |

ROAD-TEST SCORE **84** MPG **32**

Kia's midsized sedan is roomy and fuel-efficient, handles securely, and has user-friendly controls. The standard 1.6-liter turbo four-cylinder delivers ample power and commendable fuel economy, at 32 mpg overall in our tests. Although the K5 shares its platform with the Hyundai Sonata, the Kia has a more comfortable ride. The roomy cabin has a traditional layout with a conventional gear selector. Unfortunately, buyers have to opt for a GT-Line or above to get a power driver's seat. The infotainment system is easy to use, but only versions with the smaller screen have wireless Android Auto and Apple CarPlay compatibility; others require a cable. All-wheel drive is available. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Kia Niro ✓

79 OVERALL SCORE

$26,590-$39,590

RELIABILITY | SATISFACTION ⌃

ROAD-TEST SCORE **83** MPG **45**

The redesigned 2023 Niro is very sensible and economical. Even though it is only a front-wheel-drive model, its overall functionality rivals that of most small SUVs. Handling and braking have been improved, and the ride is mostly comfortable, but the cabin is loud. The hybrid achieved an excellent 45 mpg overall. Unfortunately, the controls are now less friendly than before, and outward visibility is hurt by the elimination of the third side window. The Niro is also offered as a plug-in hybrid with an estimated electric range of 33 miles before transitioning to regular hybrid operation. The pure EV version has an EPA range of 253 miles. Standard advanced safety and driver assistance features include AEB with pedestrian detection, BSW, RCTW, reverse AEB, LDW, and LKA.

Kia Niro EV

NA
OVERALL SCORE

The second-generation Niro once again offers buyers three efficient modes of transport, with traditional hybrid, plug-in hybrid, and fully electric models. The electric version produces 201 hp, with an EPA-estimated driving range of 253 miles. The electric power comes on immediately and feels effortless. Ride and handling are sound, similar to the regular Niro. Unfortunately, the controls have become less intuitive and the split audio/climate panel can be distracting to use. Rear and side visibility are compromised due to the thick rear pillar. In addition to AEB with pedestrian detection, BSW, and RCTW, reverse automatic emergency braking and lane centering assistance are standard.

$39,550-$44,550

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPGe **NA**

Kia Rio

55
OVERALL SCORE

The Rio is basic transportation. It is a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests, which is good, but many nicer compact cars achieve or surpass that mileage. The Rio's ride makes passengers feel every bump, and the car feels choppy when driving over uneven roads. At least the Rio has predictable, competent handling. The interior is basic, the front seats are short on support, and the rear seat is tight. The easy-to-use controls are a high point. But buyers must choose the higher S trim to get active safety systems, and it's close to the price of much better, and larger, cars in the compact class. Recent changes included a new 1.6-liter four-cylinder engine, which is paired with a continuously variable transmission.

$16,750-$17,690

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **64** | MPG **33**

Kia Seltos

70
OVERALL SCORE

The Seltos slots below the Sportage and offers versatility at an affordable price. It has a roomy interior for its small footprint, is easy to get into and out of, and has clear outward visibility and good fuel economy. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The up-level 1.6-liter turbocharged four-cylinder has more peak power but feels lethargic at lower engine speeds. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW come standard on all but the lower trims.

$23,340-$28,840

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **73** | MPG **28**

Kia Sorento

45
OVERALL SCORE

The Sorento is a right-sized SUV that comes standard with three rows of seats in either six- or seven-passenger configurations. Upper trims get the six-passenger format with two individual seats in the second row. The base four-cylinder engine is neither quick nor quiet, but the 281-hp, turbo four-cylinder that comes on EX and higher trims gives strong acceleration and commendable fuel economy. But its dual-clutch automatic causes low-speed vibrations. Handling is secure, but the ride is moderately stiff. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW. We don't recommend the conventional Sorento because of its well-below-average reliability.

$30,090-$49,990

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **82** | MPG **25**

Kia Sorento Hybrid

75
OVERALL SCORE

The three-row Sorento hybrid is our pick of the model line because it is quieter and rides more comfortably than the conventional Sorento. Other than an initial delay off the line, it is pleasantly powerful and can drive on electric power alone at low speeds. Handling is secure, and the ride is smoothed out in the hybrid version. We measured an impressive 28 mpg overall with the hybrid. The plug-in hybrid has 32 miles of electric range if the driver uses a light right foot. Three rows of seating come standard in a six-passenger configuration. Standard active safety and driver assist features include AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, LKA, and lane centering assistance. The Sorento hybrid's average reliability allows us to recommend it.

$36,690-$49,990

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **86** | MPG **28**

Kia Soul

69
OVERALL SCORE

The Soul blends personality and versatility with its familiar boxy shape and cheerful character. A continuously variable transmission contributes to good fuel economy, but the engine gets loud when pushed hard, such as when merging onto the highway or taking a steep hill. Handling is nimble, but the ride is notably stiff. Easy access and good outward visibility continue to be strengths. The top EX trim comes with a power driver's seat with a wider range of adjustments. Controls are easy to use, including the optional 10.25-inch center touchscreen. For 2023, the turbo engine has been dropped. AEB with pedestrian detection, LDW, and LKA are standard on all trims. BSW and RCTW are standard on S and higher trims but optional on the base LX.

$19,890-$24,190

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **77** | MPG **28**

Kia Sportage

74
OVERALL SCORE

The redesigned 2023 Sportage is one of the roomiest compact SUVs. The base engine, a lackluster four-cylinder mated to an eight-speed automatic, returned 25 mpg overall in our tests. This compact SUV has responsive handling and a firm yet absorbent ride. Most controls are easy to use, although the annoying split-use climate/audio touchscreen panel requires toggling back and forth between the systems. The front seats are comfortable, and the rear seat offers generous headroom and legroom. AEB with pedestrian and cyclist detection, LDW, LKA, and lane centering assistance come standard. BSW and RCTW aren't available on the base LX but come standard on higher trims.

$26,290-$43,190

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **77** | MPG **25**

Kia Sportage Hybrid

80
OVERALL SCORE

The Sportage hybrid's electric drive and turbo four-cylinder, which together yield 227 hp, make it quicker and quieter than the conventional version, transforming the driving experience. We measured an impressive 36 mpg overall. Power delivery is smooth and prompt. The plug-in hybrid's electric-only range is 34 miles. The Sportage has responsive handling and a firm yet absorbent ride. Most controls are easy to use, though the touch-capacitive panel for climate and media systems is annoying and the rotary gear selector takes some getting used to. The front seats are comfortable, and rear-seat headroom and legroom are generous. AEB with pedestrian and cyclist detection, LDW, and LKA come standard. BSW and RCTW aren't available on the base LX but come standard on higher trims.

$27,490-$43,190

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **85** | MPG **36**

Kia Stinger

69 OVERALL SCORE

$36,690-$54,090

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **73** MPG **23**

This low-slung, four-door hatchback comes with rear- or all-wheel drive, and its nimble handling enables it to tackle curvy roads with enthusiasm. On the downside, the ride is stiff and a little unsettled. Two engines are offered: a 2.5-liter turbo four-cylinder and a powerful 3.3-liter turbo V6, both combined with an eight-speed automatic. The car sits low, which—combined with the coupelike styling—makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it to be a long reach to the infotainment touchscreen. Standard active safety features include AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, and LKA.

Kia Telluride

87 OVERALL SCORE

$35,890-$52,985

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **92** MPG **21**

The Telluride three-row midsized SUV offers seating for up to eight people and is one of the best in the category. Competing against the Chevrolet Traverse, Honda Pilot, and Toyota Highlander, it shares its platform and many components with the Hyundai Palisade, including its slick 291-hp, 3.8-liter V6 and smooth-shifting eight-speed automatic. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as second-row seats that can slide or fold with a single touch of a button. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and lane centering assistance.

Land Rover Defender

44 OVERALL SCORE

$53,500-$118,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **57** MPG **18**

The latest version of Land Rover's classic, go-anywhere SUV is civilized and pretty quick. But frustrating controls and unimpressive fuel economy count against it. The Defender comes with a choice of a turbo four- or six-cylinder engine or a supercharged V8. Body styles include two- and four-door, and five- and seven-passenger seating configurations are available. The various off-road-ready features include selectable modes to help traverse a variety of terrains. We found acceleration plentiful with the optional mild-hybrid turbo six-cylinder, but it managed just 18 mpg overall. The ride is steady but firm, and handling is a bit ponderous. The seats are very comfortable, but the infotainment system is slow and distracting to use. AEB with pedestrian detection, BSW, and RCTW are standard.

Land Rover Discovery

46 OVERALL SCORE

$58,400-$77,800

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **65** MPG **17**

The Discovery three-row SUV blends on-road refinement with off-road and towing prowess. Its optional six-cylinder turbo engine produces plenty of power, and the eight-speed automatic shifts smoothly. A 2.0-liter turbo four-cylinder is standard. Though the optional air suspension makes the ride steady, the Discovery lumbers in corners. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. The second row can fit three adults, but the low bottom cushion hurts comfort, and accessing the tight third-row seat is an awkward process. A recent mild freshening brought an updated infotainment system, more standard equipment, and an improved second-row seat. AEB with pedestrian detection, BSW, and RCTW are standard.

Land Rover Discovery Sport

43 OVERALL SCORE

$44,600-$50,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **57** MPG **21**

Land Rover's luxury compact SUV struggles against both its peers and even mainstream small SUVs. Power delivery from the turbo four-cylinder is spiky, with either too little or too much acceleration, and the transmission is neither smooth nor responsive. We found the Discovery Sport capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. To the SUV's credit, its rear seat is roomy. AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are optional.

Land Rover Range Rover

NA OVERALL SCORE

$106,500-$226,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

The redesigned Range Rover continues its legacy of pushing boundaries, with new tech and an elegant design. The standard engine is a mild-hybrid turbo inline-six that is smooth and powerful. The ride is steady and controlled, thanks in part to the air suspension, which also lowers the vehicle automatically for easy entry and exit. Handling is responsive but not agile. Controls are too complicated and distracting. The Range Rover is offered in four-, five-, and seven-seat configurations in the long wheelbase version. A twin-turbo V8 and a plug-in hybrid (with a 48-mile electric-only range) are also available. An EV will debut in 2024. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Land Rover Range Rover Evoque

42 OVERALL SCORE

$46,400-$57,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **56** MPG **20**

The Evoque is more about style than function, and ends up being frustrating on several levels. For example, the turbo four-cylinder has a pronounced initial delay when accelerating from a rolling stop, with power then coming on abruptly. The ride is too stiff, fuel economy is among the worst in its class, and outward visibility is hampered by thick roof pillars and chopped side windows. The dual-screen infotainment system is convoluted and slow to respond to commands. On the plus side, handling is nimble, the front seats are comfortable, and fit and finish is impressive. AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are standard on all except the base trim.

Land Rover Range Rover Sport

NA OVERALL SCORE

$83,000-$121,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

This redesigned luxury midsized SUV is quick with its standard turbo and supercharged six-cylinder engine. Handling is capable, and the ride is comfortable and composed even with the optional 22-inch tires. The cabin is impressively quiet and the seats are very comfortable, but the controls are not intuitive. Additional powertrains include a mild-hybrid, a plug-in hybrid with a claimed 48-mile electric-only range, and a twin-turbo V8. All use a smooth-shifting eight-speed automatic. An EV version joins the lineup for 2024. Standard active safety equipment includes AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance.

Land Rover Range Rover Velar

50 OVERALL SCORE

$60,300-$79,200

RELIABILITY SATISFACTION

ROAD-TEST SCORE **74** MPG **21**

The Velar shares its fundamentals with the Jaguar F-Pace, with a greater emphasis on sportiness than off-road prowess. With the recent freshening, available powertrains include two mild-hybrid 3.0-liter turbocharged six-cylinders and a 2.0-liter turbocharged four-cylinder. Even the four-cylinder delivers plenty of oomph. Handling is taut and agile, but the ride is firm. Dominating the dash in the quiet cabin is Land Rover's latest infotainment system, with two touchscreens. But the bottom one, which houses the climate controls, is mounted too low to easily use while driving. Plus, the system requires too many extra steps to accomplish even simple tasks. AEB with pedestrian detection, BSW, and RCTW are standard.

Lexus ES

81/86 OVERALL SCORE

$41,440-$51,430

RELIABILITY SATISFACTION

ROAD-TEST SCORE **83-91** MPG **25-42**

This comfortable and refined sedan has a quiet, plush, and well-made interior. The optional V6 is mated to an eight-speed automatic, and the combination has prompt throttle response and a linear power delivery. We attained 25 mpg overall. The ES hybrid's powertrain is the same as the now-discontinued Toyota Avalon, which got 42 mpg in our tests. The base four-cylinder ES250 comes standard with AWD. The ES absorbs bumps very well, and the body stays composed. Handling is sound and secure but not sporty. The cabin is quiet and luxurious, and the front seats are very comfortable. A recent freshening brought an easier-to-use infotainment touchscreen. Standard active safety systems include AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance.

Lexus GX

75 OVERALL SCORE

$56,425-$67,080

RELIABILITY SATISFACTION

ROAD-TEST SCORE **66** MPG **17**

Although the GX460 is long in the tooth, it's quiet and quick, yet it's also highly capable off-road and has a stout 6,500-pound tow rating. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got an abysmal 17 mpg overall. Handling is lumbering but ultimately secure. The ride is very comfortable, especially at low speeds, although the body tends to jostle back and forth when driving over uneven pavement. Inside, the cabin is plush and well finished. Drivers of almost any height should find a good seating position, with plenty of space all around and a commanding view out. The small third-row seat folds when it's not in use, but the side-swinging tailgate can be inconvenient at times. AEB with pedestrian detection, BSW, RCTW, and LDW are standard.

Lexus IS

70 OVERALL SCORE

$39,435-$61,620

RELIABILITY SATISFACTION

ROAD-TEST SCORE **67** MPG **22**

A recent update to the IS luxury sports sedan brought only modest improvements, and still trails the competition in terms of the driving experience, interior room, and fuel economy. Rear-wheel-drive versions come with a 241-hp turbo four-cylinder, while all-wheel-drive models have a polished but thirsty 260-hp V6. Handling is fairly nimble but not all that sporty, and the ride is jittery. The well-finished cabin remains very snug front and rear, and AWD versions still suffer from a center tunnel protrusion into the driver's legroom. The infotainment system relies on a distracting touchpad but is slightly improved by a touch-enabled screen. The IS 500 F Sport comes with a 472-hp, 5.0-liter V8. AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance are standard.

Lexus LS

66 OVERALL SCORE

$76,885-$112,785

RELIABILITY SATISFACTION

ROAD-TEST SCORE **68** MPG **20**

The current LS is far from stress-free motoring, with its complicated controls, stiff ride, and compromised seating. Available with rear- or all-wheel drive, the standard 416-hp, 3.4-liter V6 turbo engine is coupled to a 10-speed automatic. But hesitation at low speeds keeps the car from feeling powerful, despite its 6-second 0 to 60 mph acceleration. It's too bulky to feel nimble through corners and bumps punch through more often than they should, even with the optional air suspension. The cabin is nicely trimmed and luxurious, but the controls are extremely convoluted and frustrating, and it can take several steps to perform simple tasks. The LS comes standard with AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, LKA, and lane centering assistance.

Lexus LX

NA OVERALL SCORE

$87,815-$127,905

RELIABILITY SATISFACTION

ROAD-TEST SCORE **NA** MPG **NA**

Recently redesigned, the Lexus LX 600 takes the next-generation Toyota Land Cruiser (that's not sold in the U.S.) and wraps it in an upscale package, with a powerful turbocharged V6 engine, safari-ready off-road capability, and enough luxury amenities to match its lofty price. It's powered by a 409-hp, 3.4-liter twin-turbo V6 engine matched to a 10-speed automatic transmission. It remains a traditional body-on-frame truck design with a solid rear axle. The height-adjustable suspension can lower the vehicle for easier access or raise it for off-road obstacles. Standard active safety and driver assistance features include AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance.

Lexus NX

77 OVERALL SCORE

$38,605-$57,805

RELIABILITY SATISFACTION

ROAD-TEST SCORE **78** MPG **25**

The recently redesigned NX may look similar to the previous model, but it has evolved beneath the surface. The NX's handling is responsive though short of sporty, while the ride is firm but mostly comfortable. The snazzy cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. But we're bothered by the NX's frivolous electronic interior door releases, unintuitive gear selector, and low center d ash vents. All NXs come standard with AEB with pedestrian detection, BSW, RCTW, LDW, LKA, lane centering assistance, adaptive cruise control, and automatic high beams.

Lexus NX Hybrid

87 OVERALL SCORE

$43,105-$58,995

RELIABILITY SATISFACTION

ROAD-TEST SCORE **84** MPG **38**

Of the NX line, the NX350h hybrid is the best version with its 38 mpg overall fuel economy. It's very quiet when it uses the electric drive at low speeds. Handling is responsive though short of sporty, while the ride is firm but mostly comfortable. The hybrid's brake pedal is a bit touchy and takes some getting used to. The snazzy cabin is impeccably furnished but narrow, and outward visibility is hampered by thick roof pillars and small windows, particularly toward the rear. A new touchscreen infotainment system replaces the previous NX's fussy touchpad setup. We're no fans of the electronic interior door releases, unintuitive gear selector, and low center dash vents. All NXs come standard with AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance.

Lexus RX

NA
OVERALL SCORE

$47,400-$61,600

RELIABILITY ▲ SATISFACTION ▲

ROAD-TEST SCORE **NA** MPG **NA**

The redesigned 2023 RX is powered by a 275-hp, 2.4-liter turbocharged four-cylinder engine, which replaces the smooth V6 used in past generations. It's powerful but lacks the old V6's silky smoothness. The RX350h is the hybrid version, powered by a 246-hp, 2.5-liter four-cylinder and an electric drive. The RX500h is a performance-oriented, 366-hp turbocharged four-cylinder hybrid. The ride is comfortable, handling is sound but not sporty, and fit and finish is impeccable. The infotainment system uses touchscreen-based controls instead of the old touchpad. Active safety and driver assistance features include AEB with pedestrian and cyclist detection, BSW, RCTW, LDW, LKA, and lane centering assistance.

Lexus UX ✓

75
OVERALL SCORE

$35,340-$44,170

RELIABILITY ▲ SATISFACTION ●

ROAD-TEST SCORE **75** MPG **37**

Lexus' entry-level luxury SUV is the brand's smallest model. For 2023, the UX is exclusively hybrid and comes in front- and all-wheel-drive versions. We got an excellent 37 mpg overall in our tests, but the engine sounds very whiny when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more expensive Lexus SUVs. Handling is responsive, and the compact size makes the UX very maneuverable, but it isn't sporty to drive. Visibility is limited in all directions, and the interior is tight, particularly the rear seat. The cabin isn't as fancy as it is in other Lexus models. Updates also include a new touchscreen infotainment system. AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance are standard.

Lincoln Aviator

46
OVERALL SCORE

$51,370-$89,280

RELIABILITY ▼▼ SATISFACTION ●

ROAD-TEST SCORE **78** MPG **19**

The Aviator is a three-row luxury SUV that shares a platform with the Ford Explorer. It's powered by a 3.0-liter V6 turbo engine that provides effortless thrust. A plug-in hybrid is also available, but it prioritizes power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes FCW, AEB with pedestrian detection, BSW, and RCTW.

Lincoln Corsair ✓

84
OVERALL SCORE

$38,690-$53,385

RELIABILITY ▲▲ SATISFACTION ●

ROAD-TEST SCORE **80** MPG **23**

This upscale version of the Ford Escape comes standard with a 2.0-liter turbo that provides plenty of motivation, making the optional 2.3-liter turbo unnecessary. A plug-in hybrid with roughly 25 miles of electric range is also available. The Corsair has responsive handling, rides very comfortably, and is quiet inside. The front seats aren't ideal because the bottom cushion loses support on longer drives. The rear seat is adjustable fore and aft, and the seatback reclines. Fit and finish is impressive, and, adding flair, the center stack appears to be floating in the air. The infotainment screen is easy to use, but the push-button gear selector is unintuitive. AEB with pedestrian detection, BSW, and RCTW are standard, along with Lincoln's active driving assistance system, ActiveGlide.

Lincoln Nautilus ✓

79
OVERALL SCORE

$44,825-$67,245

RELIABILITY ▲ SATISFACTION ●

ROAD-TEST SCORE **78** MPG **18**

The Nautilus midsized luxury SUV has a comfortable ride, a quiet cabin, and agile handling. It's available with either a 2.0-liter four-cylinder turbo or a powerful 2.7-liter turbo V6, the latter delivering effortless acceleration. The new eight-speed automatic should slightly improve the unimpressive 18 mpg overall we measured in the MKX (the old name for the SUV) we tested. The swanky cabin has been updated with a larger 13.2-inch screen and the latest Sync 4 infotainment system. The biggest knock against the Nautilus is its unintuitive push-button gear selector, which is a far reach away and difficult to operate without looking at it. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA come standard.

Lincoln Navigator

57
OVERALL SCORE

$79,725-$112,300

RELIABILITY ● SATISFACTION ▲

ROAD-TEST SCORE **58** MPG **16**

This luxurious version of the Ford Expedition is quiet and full of high-tech features, including the latest Sync 4 infotainment system. At low speeds the SUV feels like it rocks back and forth, but the ride improves and is more comfortable on the highway. Handling is cumbersome, even for a large SUV. The twin-turbo V6 and 10-speed automatic deliver quick and effortless acceleration, and towing capacity is a stout 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available, and the third row is hospitable. AEB with pedestrian detection, BSW, and RCTW are standard. For 2023, Lincoln's active driving assistance system, ActiveGlide, is standard.

Lucid Air

NA
OVERALL SCORE

$87,400-$189,000

RELIABILITY **NA** SATISFACTION **NA**

ROAD-TEST SCORE **NA** MPGe **NA**

The luxurious Air EV is very advanced in terms of range and charging speed. Its dual motors give the Grand Touring all-wheel drive and 819 hp, with an EPA-estimated range of 469 miles. A base Air will be available with 480 hp and a 406-mile range. The 900-volt architecture enables a maximum acceptance rate of 300 kW in DC fast-charging places. The Air is quick, yet power is usually delivered in a measured way. Handling is nimble, and the ride is firm and steady. The cabin is decked in leather, suede, and wool. While the rear seat has generous headroom and knee room, it's short on leg support and foot space. Some controls are unintuitively buried in the touchscreen menus. The suite of active safety features is augmented by lidar, an advanced laser-based radar system.

Maserati Ghibli

49
OVERALL SCORE

$82,300-$118,500

RELIABILITY ▼ SATISFACTION ▼

ROAD-TEST SCORE **66** MPG **19**

Although it's loosely based on the Chrysler 300's platform, the Ghibli has its own distinct, sporty character. The Ferrari-developed turbo V6 engine is mated to a quick-shifting eight-speed automatic. A V8 comes on the Trofeo version. Handling is agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff ride can grow fatiguing, and the rear seat is cramped. Climbing into or out of this low-slung sports sedan can be a challenge. The interior is outfitted with high-quality leather and suede, and most controls are easy to use, except for the unintuitive gear selector. Chrysler's Uconnect touchscreen is a plus, but it's hard not to notice some cheap-looking switches that are sourced from the Chrysler parts bins. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Maserati Grecale

NA
OVERALL SCORE

$63,500-$102,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

Named for a Mediterranean wind, the Grecale SUV is positioned between its Stellantis cousin, the Alfa Romeo Stelvio, and the Maserati Levante. Based on the Stelvio, the Grecale competes with the Porsche Macan and Jaguar F-Pace with a combination of elegance and performance. There are three trims (GT, Modena, Trofeo) and powertrains initially, with 296-hp and 325-hp turbo four-cylinder mild-hybrid engines, and a 523-hp turbo V6. The cabin is decidedly modern and dominated by screens. Even the center-dash timepiece is more like a smartwatch than a chronograph. A full electric version of the Grecale may follow in late 2023. AEB with pedestrian detection is standard, with BSW, RCTW, LDW, and LKA optional.

Maserati Levante

NA
OVERALL SCORE

$87,600-$161,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

Derived from the Ghibli and Quattroporte sedans, most versions of the Levante SUV come with a 345-hp or 424-hp turbo V6. Each is mated to a quick and smooth-shifting eight-speed automatic. The Trofeo version uses a turbocharged V8. The Levante delivers a thrilling sound from the Ferrari-developed engine, with nimble, athletic handling and, courtesy of the standard air suspension, a steady ride. Interior features include a version of Chrysler's Uconnect infotainment system with an 8.4-inch touchscreen, along with a stunning cabin that's wrapped in leather, suede, and wood, with comfortable seats and detailed stitching. But the gear selector and other controls are not intuitive to use. For 2023, AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Mazda CX-30

64
OVERALL SCORE

$22,950-$35,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **65** | MPG **27**

The Mazda3-based CX-30 comes with a 2.5-liter four-cylinder matched to a six-speed automatic and AWD. In everyday driving, acceleration feels tepid, as wringing out more power requires a heavy foot on the accelerator pedal. Fuel economy of 27 mpg overall is respectable. An optional 2.5-liter turbo engine transforms the driving experience with much-needed additional oomph. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility. AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional.

Mazda CX-5

77
OVERALL SCORE

$26,700-$39,650

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **77** | MPG **24**

The CX-5 remains one of the best small SUVs. A recent freshening brought transmission, suspension, and seat updates. The 2.5-liter four-cylinder engine and six-speed automatic make for a responsive and unobtrusive powertrain. With its standard AWD, fuel economy of 24 mpg overall is good but not a standout. High-end versions have a more powerful turbo engine. Handling is responsive and enjoyable, and the steady, compliant ride is among the best in the class. The cabin is quiet, and interior quality is substantial and looks attractive. Soft-touch surfaces and chrome trim add to the interior ambience. But there is a learning curve to mastering the infotainment system. Exterior styling compromises rear and side visibility. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Mazda CX-50

78
OVERALL SCORE

$27,550-$42,300

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **78** | MPG **24**

The CX-50 is aimed at outdoorsy buyers, with standard all-wheel drive, more ground clearance, and a lower roof height than the CX-5. The base 187-hp four-cylinder doesn't accelerate with much alacrity, and the six-speed automatic delivers some bumpy shifts. The up-level turbo engine is more enjoyable, thanks to its extra oomph. In spite of its off-roady pretense, agile on-road handling gives the CX-50 a sporty feel through corners. The ride is well controlled but far too firm on the 20-inch wheels of our tested Premium Plus trim. The front seats are comfortable, and the rear is roomy with easy access, thanks to wide-opening doors. The infotainment system's center-console controller knob takes some getting used to. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Mazda CX-9

74
OVERALL SCORE

$38,750-$48,460

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **77** | MPG **22**

This stylish, three-row mid-sized SUV is quite engaging to drive, thanks to nimble handling that makes it feel like a smaller vehicle. Power comes from a responsive, free-revving 227-hp, 2.5-liter turbo four-cylinder that's mated to a smooth-shifting six-speed automatic and standard all-wheel drive. We got 22 mpg overall in our testing. The ride is very composed, and the cabin is quiet. The interior is well finished, particularly on the top Signature trim, and the seats are comfortable. The second-row seating is generous, and high-end versions have individual captain's chairs instead of a bench. The third row is predictably tight. Mazda's infotainment system is cumbersome to use, thanks to its console-mounted controller knob. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Mazda MX-5 Miata

82
OVERALL SCORE

$28,050-$38,950

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **80** | MPG **34**

Mazda's lightweight, rear-wheel-drive, two-seat roadster can accelerate quickly when the engine is revved high, yet it manages 34 mpg overall. Shifting the delightfully accurate six-speed manual transmission is a joy. Even though the optional six-speed automatic works well, it dilutes the driving experience compared with the manual. Quick and precise steering delivers sublime back-road handling, even though some body roll is noticeable. High levels of noise, thin and unsupportive seats, and a stiff ride all grow fatiguing during highway travel. Cabin space is snug, and the optional dial-controlled infotainment system takes time to master. Flipping the convertible top open or closed is a breeze. AEB, BSW, RCTW, and LDW are standard. Pedestrian detection is not offered.

Mazda3

74
OVERALL SCORE

$22,550-$35,300

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **77** | MPG **30**

The Mazda3 is offered in sedan and hatchback forms. In our tests the standard 2.5-liter four-cylinder and six-speed automatic worked well together. The up-level engine is a more powerful 2.5-liter turbo four-cylinder. All-wheel drive is also available and is standard on the turbo. Handling is still nimble, but it's less sporty than in past generations. The ride is firm but steady, and the suspension absorbs impacts well, though the turbo version is stiffer. The cabin is relatively quiet and nicely finished, but the rear seat is snug. The driver interacts with the infotainment system exclusively through a rotary knob, rather than a touchscreen; we found this setup to be fussy and distracting to use. AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are optional on the base car.

Mercedes-Benz C-Class

53 OVERALL SCORE

$44,850-$90,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **75** | MPG **29**

The redesigned C-Class features a polished powertrain and sharp handling. But the controls and a spongy brake pedal mar the experience. The C300's punchy, 2.0-liter turbo four-cylinder and smooth-shifting 9-speed automatic deliver plenty of invigorating power. The 48-volt mild-hybrid system contributes to the commendable 29 mpg overall. Handling is sporty, thanks to a tightly controlled chassis and sharp steering. The ride is steady and composed but is too stiff with the optional AMG sport suspension. The front seats are supportive, and cabin fit and finish is impressive. Capacitive-touch controls add further frustrations to the infotainment system. AEB with pedestrian detection and BSW are standard, but RCTW and reverse automatic emergency braking are optional.

Mercedes-Benz CLA

48 OVERALL SCORE

$39,350-$57,800

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **66** | MPG **27**

The CLA slots above the A-Class and below the C-Class in Mercedes' sedan lineup. It's essentially a more stylish version of the A-Class, but it uses a more powerful 221-hp version of the same 2.0-liter turbo four-cylinder engine. Like the A220, it has a dual-clutch seven-speed automatic. Acceleration feels a bit hesitant and lethargic during stop-and-go driving, but you'll find that there's decent power on hand when the engine is revved out a bit. Although handling is nimble, the ride is too stiff. The interior is nicely finished, and the front seats are supportive, but the rear seat is extremely cramped and hard to access. We found this version of Mercedes' MBUX infotainment system to be quite tricky to use. AEB with pedestrian detection, and BSW are standard. But RCTW is only optional.

Mercedes-Benz E-Class

61 OVERALL SCORE

$56,750-$121,100

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **83** | MPG **24**

The E-Class is nimble and fun to drive. However, its ride comfort, interior room, and controls are less impressive. The 2.0-liter turbo four-cylinder and nine-speed automatic returned a very good 24 mpg overall. The car is quiet and handles with impressive agility. The ride is mostly comfortable, but the suspension struggles to smother some impacts. The infotainment system requires too many steps for common tasks. When using the steering-wheel controls, it's easy to end up inadvertently changing a display or an audio selection. The seats are extremely comfortable, and there is an optional massage feature. Fit and finish is meticulous. AEB with pedestrian detection, and BSW are standard. It's disappointing that RCTW, LDW, and reverse automatic emergency braking are only optional.

Mercedes-Benz EQE

NA OVERALL SCORE

$74,900-$106,900

RELIABILITY **NA** | SATISFACTION **NA**

ROAD-TEST SCORE **NA** | MPGe **NA**

The EQE sedan is essentially a scaled-down EQS, and is the EV parallel to the E-Class. Like its big brother, it boasts lots of high-tech features and benefits from rear steering, which typically aids low-speed maneuverability and higher-speed handling. It has a 90-kilowatt-hour battery. The first version, called EQE 350, comes with 288 hp and rear-wheel drive; subsequent versions include the all-wheel-drive 350 and 500. Among its distinguishing features, the EQE offers a more than 56-inch wide "Hyperscreen" that contains the instrument cluster, infotainment touchscreen, and an additional screen for the front passenger under a single panel. Standard active safety and driver assistance features include AEB with pedestrian detection, BSW, RCTW, LDW, and LKA.

Mercedes-Benz EQS

67 OVERALL SCORE

$104,400-$147,550

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **95** | MPGe **94**

The EQS comes as either a sedan or SUV. The EQS580 sedan we tested is super-quick and very quiet, rides comfortably, and handles with agility, thanks to the standard four-wheel-steering system. The brakes feel disconcertingly spongy, and the pedal eerily moves on its own during aggressive regenerative braking. The rear-drive 450+ models have a single electric motor that produces 329 hp, while the 580 4Matic delivers 516 hp through a motor on each axle, giving it AWD. EPA-estimated ranges are 350 and 340 miles, respectively. The driving position is a bit awkward, and the rear seat isn't as spacious as the car's size would indicate. The controls look impressive but are very distracting to use. AEB with pedestrian detection, BSW, RCTW, and lane centering assistance are standard.

Mercedes-Benz GLA

53 OVERALL SCORE

$37,500-$56,650

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **75** | MPG **27**

The GLA is powered by the same 221-hp, turbocharged four-cylinder engine as its GLB sibling, mated to a dual-clutch automatic. It's a pretty quick car despite some initial hesitation starting up from rolling stops. Front-wheel drive is standard, with all-wheel drive optional. Fuel economy is commendable, at 27 mpg overall. The roofline is sleeker than the more upright GLB, and visibility to the rear and sides suffers as a result. The solid, substantial GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive, and as with other recent entry-level Mercedes models, fit and finish is impressive. We found the elaborate infotainment system to be too distracting to use while driving. AEB with pedestrian detection, and BSW are standard, but RCTW is only optional.

Mercedes-Benz GLB

56 OVERALL SCORE

$39,800-$51,500

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** | MPG **26**

The GLB compact SUV's square, upright stance aids in outward visibility. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. The 2.0-liter turbo four-cylinder engine and eight-speed dual-clutch automatic make for a responsive powertrain, and returned a respectable 26 mpg overall in our tests. A fully electric version, named the EQB (shown), is also available. The GLB feels light on its feet and nimble in corners. The ride is firm but steady and controlled. The cabin is well finished and quiet. Although the infotainment system is very capable and dazzling in appearance, we found it to be cumbersome and distracting to use. The GLB comes with either front- or all-wheel drive. AEB with pedestrian detection, and BSW are standard, but RCTW is only optional.

Mercedes-Benz GLC

NA OVERALL SCORE

$48,000-$55,000E

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

The redesigned GLC looks largely the same as its predecessor, but it comes with a number of key technological updates. Among them are an improved suite of standard active safety systems and optional driver assistance features. Matching it with the rest of Mercedes' line, it also gets an augmented video navigation system that superimposes navigational directions and pictures of the real world taken from the car's exterior cameras onto the navigation maps. The SUV will launch with a 255-hp, 2.0-liter turbocharged four-cylinder engine that uses 48-volt mild-hybrid technology, paired with a nine-speed automatic. The GLC coupe is still based on the outgoing GLC generation. AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, and LKA are standard.

Mercedes-Benz GLE

53 OVERALL SCORE

$57,700-$120,700

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **76** | MPG **20**

The GLE is very quiet and impeccably finished inside, and has excellent seats. The up-level GLE 450 has a powerful 3.0-liter turbo six-cylinder that returned 20 mpg overall in our tests. A 255-hp, 2.0-liter turbo four-cylinder is standard. The 63 S version gets a 603-hp V8. The GLE rides comfortably, but its handling is rather dull. It comes with Mercedes' latest infotainment system, which has a broad range of capabilities but is complicated and distracting to use. Audio, phone, navigation, and some comfort functions can be handled through the touchscreen, the touchpad, or the touch-sensitive controls on the steering wheel. The ability to use voice commands with natural speech helps some. AEB with pedestrian detection, BSW, RCTW, and reverse automatic emergency braking are standard.

Mercedes-Benz GLS

58 OVERALL SCORE

$81,800-$170,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **82** | MPG **20**

The GLS is a very functional three-row SUV that exudes luxury with its gorgeous interior. The standard 3.0-liter turbo six-cylinder engine provides plenty of smooth and effortless power. An even more powerful turbo V8 is available. The ride is composed, and handling is responsive for such a large luxury coach. All the seats are first-rate, and the interior can be configured for either six or seven passengers. Unlike in most competitors, the third-row seat is relatively roomy. However, the infotainment system is distracting because many common tasks require a few steps. Plus, when using the steering-wheel controls, it's easy to inadvertently change a display or an audio selection. AEB with pedestrian detection, BSW, RCTW, and reverse automatic emergency braking are standard.

Mercedes-Benz S-Class

NA OVERALL SCORE

$114,500-$229,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

The latest S-Class sedan continues to deliver a hushed cabin and impeccable fit and finish. Though composed, the ride is less plush than it was in past generations. A 429-hp, 3.0-liter turbo inline-six is standard, and the up-level choice is a 496-hp, 4.0-liter turbo V8. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car's rear-wheel steering turns the wheels in the direction of travel to aid highway-speed handling, and in the opposite direction to improve low-speed maneuverability. That makes the S-Class quite agile in the corners, belying its size. The infotainment system is complicated to use. The slick head-up display features augmented reality. AEB with pedestrian detection, BSW, RCTW, and lane centering assistance come standard.

Mini Cooper

82 OVERALL SCORE

$28,600-$40,325

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **80** | MPG **30**

The Mini hardtop is sporty, quirky, and full of character. The Cooper S uses a 189-hp, turbo four-cylinder and got 30 mpg overall with the six-speed manual, while the standard 134-hp, 1.5-liter turbo three-cylinder engine is surprisingly energetic. Handling is nimble and sporty, making the Mini fun to drive on curvy back roads. The ride is somewhat firm, however, and road noise is noticeable. Controls take some getting used to, and the back seat is still tiny. The high-performance John Cooper Works version bumps power to 228 hp and gets a firmer suspension. There's a wagon-like Clubman with small barn-style rear doors. An all-electric version is available with an EPA-estimated 114-mile driving range. AEB with pedestrian detection, and LDW are standard, but BSW and RCTW aren't available.

Mini Cooper Countryman

75 OVERALL SCORE

$29,600-$45,075

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** | MPG **25**

The SUV-like Countryman offers a rather rough 1.5-liter turbo three-cylinder and a stronger, much more enjoyable 2.0-liter turbo four-cylinder. Front- and all-wheel drive are offered. The Countryman's agile handling makes it fun to drive. The ride is on the firm side, and the cabin can get loud. The interior is solid and well finished, the front seats are supportive, and the back seat is surprisingly comfortable. The BMW-sourced iDrive infotainment system has a learning curve but is logical. The AWD SE plug-in hybrid mates the turbo three-cylinder with electric drive and has an EPA-estimated 18-mile electric range. While AEB with pedestrian detection, and LDW come standard, BSW and RCTW aren't available at all.

Mitsubishi Eclipse Cross

56 OVERALL SCORE

$25,795-$29,495

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **61** | MPG **24**

The coupelike Eclipse Cross' recent makeover didn't change this ultimately underwhelming SUV's mundane handling, unsettled ride, and restricted outward visibility. Fortunately, Mitsubishi dropped the convoluted infotainment touchpad system in favor of more user-friendly conventional volume and tune knobs, and a touchscreen that is easier to navigate. The lackluster 1.5-liter turbo four-cylinder and CVT moves the SUV decently around town but runs out of steam merging onto highways, and its 24 mpg overall isn't impressive. The driver's seat is short on support. However, it's easy to get into and out of the cabin, and the rear-seat room is generous. AEB with pedestrian detection, and LDW are standard. BSW and RCTW are optional. For 2023, all-wheel drive became standard.

Mitsubishi Mirage

35 OVERALL SCORE

$16,245-$18,945

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **35** | MPG **37**

A rock-bottom sticker price and thrifty fuel economy of 37 mpg overall conjure an image of a practical and economical runabout. But that mirage quickly dissipates when driving this tiny, tinny car. Since its introduction, minor updates, including a 2021 freshening, have brought a sedan body style, a hint more power, better infotainment, and upgraded brakes. Yet those enhancements don't mask the weak, vibrating three-cylinder engine that delivers sluggish acceleration, or the car's clumsy handling. Though it's relatively roomy, the depressing cabin feels drab, cheap, and insubstantial. In the end, there is no compelling reason to buy a Mirage, and for the same price, many much better used cars are available. AEB with pedestrian detection is standard, but BSW and RCTW aren't available.

Mitsubishi Outlander

72 OVERALL SCORE

$27,595-$49,995

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **71** | MPG **25**

The seven-passenger Outlander is based on the Nissan Rogue, although the tiny third-row seat is exclusive to the Mitsubishi. Acceleration is leisurely, but the continuously variable transmission is responsive, and the Outlander managed 25 mpg overall from its Nissan-sourced 2.5-liter, four-cylinder engine. Handling is nimble and secure, but steering feels light and nervous. The ride is stiff, and wind noise is noticeable. Most controls are easy to use, including the infotainment system. The plug-in hybrid version is much quicker and quieter, and provides 38 miles of electric driving before the gas engine kicks in for a total of 400-plus miles. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, and LDW.

Mitsubishi Outlander Sport

NA
OVERALL SCORE

$22,995-$28,045

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

This aging SUV is a shortened version of the previous-generation Outlander, but with less rear-seat room and cargo space. Despite the name, when it comes to driving it's not exactly a sporty SUV. Handling is mundane, and acceleration is just adequate. In addition to the 2.0-liter engine, a more powerful 2.4-liter four-cylinder engine is available. The Sport's choppy ride and very noisy cabin further detract from the driving experience. Still, it has a commanding seating position, as well as passenger and cargo versatility. Top-trim all-wheel-drive Outlander Sports are priced like many larger, more capable SUVs. AEB with pedestrian detection, and LDW are standard, but BSW and RCTW are optional.

Nissan Altima

82
OVERALL SCORE

$25,290-$34,990

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **83** | MPG **31**

The Altima got a mild freshening and expanded safety features for 2023. Although it's a rather unremarkable midsized sedan, it gets the job done, delivering on room, fuel economy, and user-friendliness. But the driving experience falls short on handling agility, and the seemingly pliant ride isn't adept at absorbing all types of bumps. The standard 2.5-liter engine provides decent acceleration, and the car gets a commendable 31 mpg overall. All-wheel drive is available. There's also a more powerful 2.0-liter turbo engine. The car is relatively quiet. The cabin is roomy, and the rear seat is very generous. But the Altima's low ride height can make it a little challenging to get in and out. Controls are very easy to use. Standard active safety features include AEB with pedestrian detection, BSW, and RCTW.

Nissan Ariya

NA
OVERALL SCORE

$43,190-$60,190

RELIABILITY **NA** | SATISFACTION **NA**

ROAD-TEST SCORE **NA** | MPGe **NA**

The Ariya come standard with a 63-kilowatt-hour battery, and long-range versions have an 87-kWh battery. Front- or all-wheel drive versions are offered. Front-drive versions make 238 hp, with the dual-motor AWD models producing 389 hp. The former with the long-range battery has an estimated range of 300 miles. The ride is mostly comfortable, and the Ariya is quiet. The roomy cabin is uncluttered. Among a few nice details is a center console that can slide fore-aft by a push of a button. Many switches are neatly embedded into the wood trim. Standard safety and driver assistance features include AEB with pedestrian detection, BSW, RCTW, LDW, and automatic high beams. High-end versions have the ProPilot Assist 2.0, which allows hands-free driving on certain highways.

Nissan Armada

49
OVERALL SCORE

$50,400-$69,720

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **60** | MPG **14**

This less expensive version of the Infiniti QX80 still uses a robust 5.6-liter V8, but it now makes 400 hp. In our tests we got a paltry 14 mpg overall. Though the soft suspension absorbs bumps well, the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll, but it's ultimately secure. Inside, the spacious cabin has a premium feel, particularly in the Platinum trim. The infotainment system has been updated, but some other controls feel old, and it's a far reach to some buttons and knobs. Seven- and eight-passenger seating configurations are available, and the third row can power-fold and -unfold. Available in rear-wheel or full-time four-wheel drive, the Armada can tow a generous 8,500-pound load. AEB with pedestrian detection, BSW, and RCTW are standard.

Nissan Frontier

52
OVERALL SCORE

$29,190-$39,120

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **67** | MPG **18**

After 16 years, the Nissan Frontier was redesigned for the 2022 model year. The 310-hp, 3.8-liter V6 engine and nine-speed automatic carry over. The V6 is smooth and punchy, and the transmission is slick. Fuel economy of 18 mpg overall is an improvement but not a standout, even compared with some full-sized pickups. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. Plus, the steering wheel lacks a telescope adjustment. The ride is stiff and choppy but not as bad as before. The rear seat is tight, but the controls and infotainment system are easy to use. The tailgate is now much easier to open and close. The Pro-4X version is off-road-ready, with a rear locking differential. AEB with pedestrian detection is standard. BSW and RCTW are optional.

Nissan Kicks

61
OVERALL SCORE

$20,290-$22,850

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **67** | MPG **32**

Nissan's smallest subcompact crossover is more of a budget car designed to appeal to those customers who would normally buy a Nissan Sentra or Versa but are attracted to the better versatility and styling of an SUV. Unlike many crossovers, the Kicks doesn't offer all-wheel drive. It comes with a modest 122-hp, 1.6-liter four-cylinder engine coupled to a continuously variable transmission, producing leisurely acceleration but impressive fuel economy at 32 mpg overall. Handling is mundane, and the ride is rather choppy. Interior room is generous for the class, and the controls and updated infotainment system are easy to use. AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW are standard.

Nissan Leaf

70
OVERALL SCORE

$28,040-$36,040

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **73** | MPGe **109**

For 2023, the Leaf EV has been slightly freshened and is now available in S and SV Plus trims. The standard 40-kWh battery provides an EPA-estimated range of 149 miles, while the SV Plus gets a 60-kWh battery with an estimated range of about 212 miles. It also gets a more powerful motor that makes the SV Plus a second quicker from 0 to 60 mph than the base Leaf. It takes 8 hours to charge the Leaf S on a 240-volt connector and 10.5 hours to charge the SV Plus. The ride feels soft until you hit a bump hard. Handling is mundane but secure. The driving position is awkward because the steering wheel doesn't telescope for reach. AEB with pedestrian detection, BSW, RCTW, and LDW are standard. The optional ProPilot Assist can keep the Leaf in its lane and adjust its speed according to traffic.

Nissan Maxima

78
OVERALL SCORE

$38,140-$44,250

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **80** | MPG **25**

The smooth, powerful 3.5-liter V6 is a highlight of the Maxima. The continuously variable transmission works well for loafing around, but it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff for a sedan in this class. The Maxima has a plush interior and a number of high-tech safety and connectivity features, and it uses a fairly straightforward infotainment system. A low roofline inhibits access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive. The rear cabin, however, is somewhat cramped. An SR version with a stiffer suspension is available. AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, and adaptive cruise control are standard. 2023 is the final year for the Maxima.

Nissan Murano

74 OVERALL SCORE

$33,660-$46,910

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **74** | MPG **21**

Nissan's midsized SUV uses a punchy, refined 3.5-liter V6 paired with a continuously variable transmission. Power delivery is prompt and effortless, and we got 21 mpg overall. The cabin is quiet and well-finished, and has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility are hindered, however. Handling is not very sporty, with too-light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. Nissan's Safety Shield 360 is standard for all trims, and includes AEB with pedestrian detection, BSW, RCTW, and reverse automatic emergency braking.

Nissan Pathfinder

45 OVERALL SCORE

$35,000-$49,870

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** | MPG **21**

Recently redesigned, the three-row Pathfinder is a major improvement over its predecessor, with a punchy powertrain and an easy-to-use infotainment system. The 3.5-liter V6 makes 284 hp and now comes mated to a nine-speed automatic, together delivering smooth and effortless propulsion, and 21 mpg overall. It comes as either front- or all-wheel drive. The ride is steady, if stiff-legged, but handling is responsive for a midsized SUV. Physical buttons and knobs for commonly used climate and infotainment functions make it user-friendly. Either seven- or eight-passenger seating configurations are offered. AEB with pedestrian detection, BSW, RCTW, and LDW are standard. Nissan's ProPilot Assist driver assistance system is optional. A Rock Creek trim with some off-road ability is new for 2023.

Nissan Rogue

81 OVERALL SCORE

$27,360-$38,640

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **81** | MPG **25**

The Rogue is roomy and user-friendly. We got 25 mpg overall from the all-wheel-drive version with its new 201-hp, 1.5-liter turbo three-cylinder. It's more responsive than the 2.5-liter four it replaced, albeit with some vibration at idle, but we found fuel economy and acceleration to be the same. The Rogue feels solid and substantial, with a composed ride and nimble handling. Interior space is generous, and access is very easy. Controls are easy to use, even if the electronic gear selector may require some familiarity. The top-shelf Platinum trim brings upscale touches, such as quilted leather seats, a head-up display, heated rear seats, and an upgraded infotainment system. Standard safety systems include AEB with pedestrian detection, BSW, RCTW, and LDW.

Nissan Sentra

48 OVERALL SCORE

$19,950-$22,700

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **83** | MPG **32**

The current Sentra is a complete transformation compared with the previous model, as evidenced by its strong score in our road tests. It shed its dowdy look and driving mediocrity to become one of the best sedans in its class. The engine and transmission pleasantly combined to provide unobtrusive acceleration. The more sophisticated rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power seat, leather upholstery, and heated seats. We found the rear seat to be relatively roomy, and the infotainment system is easy to use. Standard active safety and driver assistance features include AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW.

Nissan Titan

55 OVERALL SCORE

$39,700-$61,980

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **70** | MPG **16**

The light-duty Titan is more pleasant to drive than the Titan XD (Extra Duty), which has a stiff ride and clumsy handling, similar to a heavy-duty pickup's. The Titan comes with a smooth and punchy 5.6-liter V8. The roomy cabin has a variety of handy storage places, and the rear tailgate is damped, which is a nice touch. When properly equipped, the Titan can tow more than 9,000 pounds. It also has a built-in gooseneck trailer hitch for extra-heavy trailers. Recent updates included a nine-speed automatic, new interior and exterior styling, and an available 9-inch touchscreen infotainment system. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW.

Nissan Versa

59 OVERALL SCORE

$15,730-$19,720

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **64** | MPG **32**

Although it's more stylish after the last redesign, the Nissan Versa remains a basic, inexpensive subcompact. Available as a sedan only, we found it to be easy to drive and user-friendly. Important active safety features such as AEB with pedestrian detection, and LDW are standard. But the Versa is no joy to drive, with its stiff ride, dull handling, and droning engine. Fuel economy is good at 32 mpg overall but not a standout, considering that a number of midsized sedans can match or better that. The driver's seat is short on support, and unlike in previous Versas, the rear seat is tight. A more substantial used car can be had at the same price, but those who buy the Versa should get the SV trim for its BSW, RCTW, and Android Auto/Apple CarPlay compatibility.

Nissan Z

NA OVERALL SCORE

$39,990-$52,990

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

The redesigned 2023 Nissan Z sports car has the classic long, sloped hood and wide rear flanks that evoke the early versions of this storied nameplate. The two-seat, rear-drive Z has a 400-hp, 3.0-liter twin-turbo V6, marking a significant increase of 50 hp over the previous 370Z's output. That fiery powerplant can be paired with a choice of six-speed manual or nine-speed automatic with paddle shifters. The reborn Z is a true thoroughbred, given its looks, handling abilities, and prodigious power. The Z's taut ride offers more compliance than most serious sports cars. The snug cabin and limited visibility are a given. Standard active safety and driver assistance features include AEB with pedestrian detection, BSW, RCTW, LDW, and adaptive cruise control.

Polestar 2

53 OVERALL SCORE

$48,400-$61,600

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **72** | MPGe **89**

This tall hatchback from Volvo's EV sub-brand is based on the XC40 SUV. Its 78-kWh battery has an EPA-rated range of 260 miles for the dual-motor AWD version, which is competitive. A less expensive single-motor, front-wheel-drive version is also available. It takes over 10 hours to charge the battery from near-empty. The Polestar is quick and handles nimbly, but the ride is very stiff and choppy. The interior is drab and suffers from a cramped driving position and a tight back seat. At least the car's hatchback layout aids cargo-carrying versatility. The infotainment system is extremely distracting because of the convoluted menu structure. Standard active safety and driver assistance features include AEB with pedestrian detection, LDW, and LKA. Disappointingly, BSW and RCTW are optional.

Porsche 718 Boxster ✓

78 OVERALL SCORE

This well-honed sports car is a delight to drive, whether you choose the seven-speed, dual-clutch automatic or the six-speed manual transmission. Both the 2.0- and 2.5-liter turbo engines deliver readily available power, and a stronger 414-hp, 4.0-liter six cylinder is available. Impressive grip and balance make the car super-responsive and fun to drive. The ride is very firm but not too punishing. The cabin has a premium ambience, but the button-overload controls take getting used to. Opening or closing the well-insulated power top takes 10 seconds and can be done even on the move, up to 43 mph. The front trunk is a bonus. FCW and BSW are only optional. AEB with pedestrian detection, RCTW, and LDW aren't available. The 718 Cayman is essentially a 718 Boxster with a fixed roof.

$65,500-$92,400

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **95** | MPG **26**

Porsche 911

NA OVERALL SCORE

The 911's silhouette and rear-engine layout are hallmarks of this classic icon. Both rear- and all-wheel drive are available. A 379-hp, 3.0-liter turbo six-cylinder engine and eight-speed dual-clutch automatic are standard. Purists will rejoice at the fact that the 911 still offers a seven-speed manual transmission on Carrera S and GTS models. We found the 911's sharp handling to be a treat, and the power and exhaust sound are invigorating. Ride comfort is civilized compared with other sports cars, and the seats are super-comfortable. A tiny rear seat and a frunk, or front trunk, offer a touch of practicality. An updated infotainment system includes a 10.9-inch touchscreen. AEB with pedestrian detection is standard, while BSW, RCTW, LDW, LKA, and adaptive cruise control with stop-and-go traffic capability are all optional.

$106,100-$272,300

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

Porsche Cayenne ✓

70 OVERALL SCORE

Few SUVs can match the Cayenne when it comes to handling agility. But the ride has an underlying firmness, and some jolts come through. With the base 3.0-liter V6 turbo, acceleration is robust once on the fly, but the Cayenne exhibits some initial hesitation off the line and the rough engine stop/start feature undermines smoothness. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable, however. The seats are very comfortable and supportive. A coupe body style and two hybrids—including the Turbo S E-Hybrid model, which pairs a 4.0-liter twin-turbo V8 engine and an electric motor for a total of 670 hp—are also available. AEB with pedestrian detection is standard; BSW, RCTW, LDW, LKA, and a surround-view camera system are optional.

$72,200-$188,700

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **84** | MPG **21**

Porsche Macan ✓

73 OVERALL SCORE

The Macan combines much of the performance and feel of Porsche's sports cars in a small SUV. Turbo-charged four-cylinder and V6 engines are available. Though based on the previous-generation Audi Q5, the power, handling, and engine sound are true Porsche. In fact, this is one of the best-handling SUVs we've ever tested. The seats, fit and finish, and attention to detail are first-rate. The firm ride is steady and controlled but not plush. The cabin is quite snug, and the center dashboard is a dizzying array of buttons that can be confusing at first. Though the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. For 2023, AEB with pedestrian detection is standard, but BSW is optional and RCTW isn't offered.

$57,500-$82,900

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **79** | MPG **19**

Porsche Panamera

NA OVERALL SCORE

This large four-door luxury car hides beneath a coupe silhouette and retains its versatile hatchback configuration. New turbo V6 and V8 engines provide plenty of motivation, and three hybrid powertrains are offered. An optional air suspension and active safety features are also available. The Panamera delivers performance and agility, along with enough room for four adults to ride comfortably. All versions except for the base car come with all-wheel drive. The interior features a large touchscreen that's used to interact with the audio, phone, and navigation functions. The electronic gear selector is confusing to use, and the piano-black buttons that surround it create visual and sensory overload. For 2023, AEB with pedestrian detection is standard. BSW is only optional, and RCTW isn't available at all.

$92,400-$206,800

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **NA** | MPG **NA**

Porsche Taycan

61 OVERALL SCORE

Porsche's four-door EV is quick, agile, and very enjoyable to drive. The 4S Plus version's EPA-rated range is 235 miles. Charging time on a 240-volt connector takes a long 11 hours for the larger 93-kWh battery, but it can charge at an impressive rate of 270 kW on a DC fast charger. The front seats are very comfortable, but the rear seats are tight. Visibility to the rear and sides is hindered by the sloping roof. There's a decently sized rear trunk and a small front trunk. The touchscreen-based controls are complicated and unintuitive even after repeated use, and the EV-related displays aren't very prominent. Interior ambience is less impressive than it is in other Porsche models. A wagon version and a RWD version are also available. AEB with pedestrian detection is standard, but BSW and RCTW are optional.

$86,700-$190,000

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **86** | MPGe **77**

Ram 1500 ✓

68 OVERALL SCORE

The Ram 1500 is the most comfortable-riding full-sized pickup truck, partly because of its rear coil-spring suspension. The 5.7-liter V8 is smooth, and the mild-hybrid option ensures seamless stop/start at idle. We got 17 mpg overall with the 5.7, and in our tests of the 3.0-liter V6 diesel, we saw 23 mpg overall. Handling is secure and responsive for such a large truck. The cabin is extremely quiet. In most versions, four-wheel drive can remain engaged indefinitely. Rear-seat room is generous, and the Uconnect touchscreen infotainment system is easy to use. The top Limited trim is lavishly furnished and features an enormous 12-inch touchscreen. The off-road-ready TRX version features a 702-hp V8. Active safety features, such as AEB with pedestrian detection, BSW, and RCTW are optional.

$37,410-$84,355

RELIABILITY | SATISFACTION

ROAD-TEST SCORE **83** | MPG **17-23**

Rivian R1S

NA OVERALL SCORE

This three-row electric luxury SUV has an EPA-rated range of 321 to 289 miles, depending on the chosen tire size. A version with a 250-mile range is said to be coming soon. Based on our experience with the R1T, the R1S should prove quick and quiet. The interior is uncluttered, but the controls are unintuitive. The seats are comfortable and use synthetic leather. A frunk, or front trunk, adds cargo space. Standard active safety and driver assistance features include AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance. Rivian has recently raised prices, and announced that a less expensive dual-motor option and the smaller battery will be available in 2024.

$72,500-$90,000

RELIABILITY **NA** | SATISFACTION **NA**

ROAD-TEST SCORE **NA** | MPGe **NA**

Rivian R1T

63 OVERALL SCORE

This five-passenger crew-cab pickup truck is about the size of a Honda Ridgeline. The middle-tier battery pack gives it an EPA-rated range of 314 miles. The R1T is quick and quiet, rides comfortably, and handles with relative agility. It is even quite capable off-road, thanks to individual motors powering each wheel. A less expensive dual-motor version will be available in the future. The regenerative braking is quite strong, which results in a jerky feel every time drivers adjust their throttle position; it takes a lot of concentration in order to drive smoothly. The swanky interior is uncluttered and exudes a high-tech vibe, but too many functions require using the touchscreen, including adjusting the air vents, which is very distracting. Comprehensive active safety and driver assistance systems are standard.

$67,500-$85,000

RELIABILITY: Much worse than average | SATISFACTION: Much better than average

ROAD-TEST SCORE **87** | MPGe **70**

Subaru Ascent

76 OVERALL SCORE

The Ascent is a very functional, easy-to-live-with three-row SUV. The Ascent's turbocharged four-cylinder delivers ample power in daily driving and gets 22 mpg overall. The jumpy initial take-off takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. This is not the most agile SUV in corners, but it proves to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's seats are roomy and comfortable. Even the third row is usable for shorter trips. Controls are very straightforward. The standard suite of active safety and driver assistance features includes AEB with pedestrian detection, LDW, LKA, and lane centering assistance. BSW and RCTW are optional.

$33,895-$48,195

RELIABILITY: Average | SATISFACTION: Average

ROAD-TEST SCORE **90** | MPG **22**

Subaru BRZ

78 OVERALL SCORE

The BRZ is all about accessible driving fun. It's a rear-wheel-drive, four-seat coupe with sharp handling that makes it engaging to drive. A low center of gravity, lightweight, short ratio six-speed manual transmission, and a responsive 2.4-liter, 228-hp engine contribute to the BRZ's engaging character. Suspension tuning is impressive, with a firm yet compliant ride, pinpoint cornering, and sharp steering. Road noise is a constant howl, however, and getting in and out is a chore due to the low stance. Controls are very simple and intuitive. A usable trunk and a tiny rear seat add a dash of practicality. Subaru's EyeSight suite of active safety features is available on versions with the automatic transmission. The BRZ's sister car, the Toyota GR86, has a stiffer ride but no discernible handling difference.

$28,595-$32,795

RELIABILITY: Average | SATISFACTION: Much better than average

ROAD-TEST SCORE **86** | MPG **27**

Subaru Crosstrek

84/85 OVERALL SCORE

The Crosstrek delivers impressive ride comfort and competent handling, which make it enjoyable to drive. The 2.0-liter four-cylinder engine is mated to a continuously variable transmission; this combination works well and gets 29 mpg overall, which is among the best for small SUVs. The available 2.5-liter engine has stronger acceleration. The plug-in hybrid has a 17-mile mostly electric range and gets 33 mpg when operating as a regular hybrid, but its price premium doesn't make it a good value. The front seats are short on lumbar support, but the rear seat is roomy. The infotainment system is easy to use. AEB with pedestrian detection, LDW, and LKA are standard with the CVT but aren't offered with the manual. BSW and RCTW are optional. A redesigned Crosstrek is on the horizon.

$23,645-$36,845

RELIABILITY: Much worse than average | SATISFACTION: Much better than average

ROAD-TEST SCORE **82-88** | MPG **29-33**

Subaru Forester

87 OVERALL SCORE

The Forester is a no-nonsense small SUV that delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2.5-liter four-cylinder combined with the continuously variable transmission yields 28 mpg overall, which is among the best in its class. But acceleration is a bit tepid, and the engine's coarse hum gets loud at high revs. The cabin is roomy, with a particularly generous rear seat, and access is very easy. The controls are simple to use, whether or not using Android Auto or Apple CarPlay. The off-road-oriented Wilderness version has extra ground clearance. While AEB with pedestrian detection, LDW, and LKA are standard, BSW and RCTW are optional.

$26,395-$36,495

RELIABILITY: Much better than average | SATISFACTION: Much better than average

ROAD-TEST SCORE **90** | MPG **28**

Subaru Impreza

76 OVERALL SCORE

This roomy compact has a very comfortable ride, agile and secure handling, and a relatively quiet cabin. The 2.0-liter four-cylinder is mated to an unobtrusive CVT and returned 30 mpg overall, which is commendable for an AWD car. The Impreza is satisfying to drive, thanks to responsive steering, and the body remains surefooted in corners, no matter how bumpy the road. The infotainment screen is easy to use, and the rear seat is roomy for a compact car. Though the suite of driver assistance features, including AEB with pedestrian detection, LDW, and LKA, is standard with the automatic transmission, it's unavailable with the manual gearbox. BSW and RCTW are part of an option package but are unavailable on the base trim. The 2024 redesigned Impreza comes strictly as a hatchback.

$19,795-$27,395

RELIABILITY: Average | SATISFACTION: Average

ROAD-TEST SCORE **86** | MPG **30**

Subaru Legacy

80 OVERALL SCORE

The Legacy provides a super-comfortable ride that outshines that of some luxury cars. Handling is responsive but not sporty. This AWD sedan is fitted with a choice of two four-cylinder engines: a 182-hp, 2.5-liter and a 260-hp, turbocharged 2.4-liter. The 2.5 liter is adequate and got a decent 28 mpg overall, but it makes an unpleasant roar when pushed. The turbo engine delivers strong acceleration and is quieter. We like that the well-tuned continuously variable transmission mimics the shift patterns of conventional automatics. The large infotainment screen hides common tasks deep in menus, and the system can be slow to respond to inputs. Standard active safety and driver assist features include AEB with pedestrian detection, LDW, and LKA, but BSW and RCTW are optional.

$24,395-$37,695

RELIABILITY: Average | SATISFACTION: Average

ROAD-TEST SCORE **89** | MPG **28**

Subaru Outback

80 OVERALL SCORE

Subaru's Outback is a smart alternative to an SUV. Although lower than a typical SUV, it can easily haul long items. The base 2.5-liter four-cylinder does the job but can feel strained when quicker speed is needed. The optional 260-hp, 2.4-liter turbo engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure. Some tasks through the large infotainment screen require more than one step, however, and the system is slow to respond to inputs. Thoughtful details, such as built-in crossbars and a dual-position cargo cover, are nice touches. The Wilderness model has higher ground clearance. AEB with pedestrian detection, LDW, LKA, and lane centering assistance are standard, but BSW and RCTW are optional.

$28,395-$42,295

RELIABILITY: Average | SATISFACTION: Average

ROAD-TEST SCORE **89** | MPG **24**

Subaru Solterra

NA
OVERALL SCORE

$44,995-$51,995

RELIABILITY **NA** SATISFACTION **NA**

ROAD-TEST SCORE **NA** MPGe **NA**

The Solterra is Subaru's first-ever electric vehicle and is essentially a Toyota bZ4X. It comes with front and rear motors to form an all-wheel-drive system. It has a functional small-SUV body style, but its estimated range of 222 miles is shorter than the competition's. The power is smooth and predictable, but with 215 hp the Solterra is behind the competition. Handling is agile, and the ride is mostly comfortable. Oddly, there is no glove box or a rear wiper. With a weak 6.6-kilowatt onboard charger, home charging is on the slow side. DC fast charging in public places, with a maximum acceptance rate of 100 kW, is also on the skimpy side. Subaru's standard active safety features include AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and adaptive cruise control.

Subaru WRX

63
OVERALL SCORE

$30,605-$43,395

RELIABILITY SATISFACTION

ROAD-TEST SCORE **83** MPG **25**

The WRX features a 271-hp, 2.4-liter turbo flat-four engine, with a choice of a six-speed manual or a CVT. The car pulls strongly, and the manual shifter and clutch are more forgiving than before. Handling is agile, and the car has tenacious tire grip in corners. But the ride is very stiff, and the cabin gets quite loud due to elevated levels of road and engine noise. Most controls are logically placed and easy to use, but many of the climate functions integrated into the slow-responding infotainment screen require multiple steps to use. A new top-level GT trim brings heavily bolstered Recaro front seats, an adjustable suspension, and further active safety and driver assistance features. Only versions equipped with the CVT come with AEB with pedestrian detection, LDW, LKA, and adaptive cruise control.

Tesla Model 3

78
OVERALL SCORE

$43,990-$53,990

RELIABILITY SATISFACTION

ROAD-TEST SCORE **82** MPGe **134**

The Model 3 has swift acceleration and remarkably agile handling. Though the front seats are comfortable, the ride is very stiff and choppy, and the low rear seat uncomfortable. The Long Range version is rated at 358 miles of range. It takes 12 hours to charge on a 32-amp, 240-volt connector. The ability to fast charge at Tesla supercharger venues is convenient. Even simple tasks, such as adjusting the mirrors, must be performed through the center touchscreen. The Autopilot active driving assistance system can maintain the car's speed and keep it in its lane, but it isn't designed to react to all driving conditions, so drivers must remain constantly engaged. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

Tesla Model S

62
OVERALL SCORE

$94,990-$114,990

RELIABILITY SATISFACTION

ROAD-TEST SCORE **88** MPGe **120**

The fully electric Model S has an estimated driving range of more than 400 miles, and the ability to use Tesla's supercharging network in public places is a major plus. Performance is exceptional, with quiet and thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. The hatchback design aids versatility, and the frunk, or front trunk, is a bonus. But the controls are extremely unintuitive because Tesla has eliminated the steering-wheel stalks for the turn signals and wipers. Many common functions are performed through the yoke, which is a small, half steering wheel that brings serious compromises in usability and maneuverability. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster's poor substitute.

Tesla Model X

52
OVERALL SCORE

$109,990-$119,990

RELIABILITY SATISFACTION

ROAD-TEST SCORE **72** MPGe **102**

The Model X is more showy than practical. It features massive rear doors that very slowly open up and out of the way. There are five-, six-, or seven-passenger seating configurations, but the second-row captain's chairs don't fold, compromising utility. The X is very quick and handles nimbly in corners. But the excessively stiff ride and pronounced wind noise aren't befitting the high price and luxury status. The new yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. Charge times are long, but the ability to use Tesla's supercharging in some rest areas is a plus. AEB with pedestrian detection, LDW, and LKA are standard. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

Tesla Model Y

73
OVERALL SCORE

$54,990-$57,990

RELIABILITY SATISFACTION

ROAD-TEST SCORE **90** MPGe **122**

The Model Y is essentially an SUV version of the Model 3, sharing key underpinnings, equipment, and features. It's quick and agile, with handling that draws comparisons to sports cars. But it also has the same distracting control layout and a similarly stiff ride. The AWD Long Range version has an EPA-estimated 330-mile range. Charging from almost empty takes 10 hours on a 240-volt connector, but it is quicker with Tesla's wall charger. The Model Y is taller and roomier than the Model 3. As such, rear-seat room is much better and the hatchback layout provides more versatility. Both five- and seven-passenger seating configurations are available. There isn't a proper BSW system; instead, images of nearby cars are displayed on the center screen, which can be distracting to the driver.

Toyota 4Runner

59
OVERALL SCORE

$39,555-$54,020

RELIABILITY SATISFACTION

ROAD-TEST SCORE **53** MPG **17**

It's tough enough for off-roading, but otherwise the 4Runner falls short of most midsized SUVs. The powerful but rough-sounding 4.0-liter V6 is thirsty, delivering just 18 mpg overall. The ride is unsettled, and handling is clumsy, with noticeable body lean while cornering. A high step-in and low ceiling compromise both the access and driving position. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. We like the easy-to-use controls, which feature big buttons and knobs. A tiny third-row seat is optional, and the power-retractable rear window is handy. AEB with pedestrian detection, BSW, RCTW, and LDW are standard.

Toyota bZ4X

NA
OVERALL SCORE

$42,000-$48,780

RELIABILITY **NA** SATISFACTION **NA**

ROAD-TEST SCORE **NA** MPGe **NA**

The bZ4X SUV is Toyota's first ground-up EV. Sized like the RAV4, the front-wheel-drive bZ4X has a 201-hp motor, a 71.4-kilowatt-hour battery, and an EPA-estimated 252-mile range, while the all-wheel-drive version has 214 hp and a 72.8-kWh battery good for a 222-mile range. The range is short by current EV standards, and the car's 6.6-kilowatt onboard charger means home charging is on the slow side. A 100-kW DC fast-charging rate for the AWD model is also behind competitors'. Otherwise, it's a functional SUV with agile handling and a decent ride but a rather spartan interior. Oddly, there is no glove box or rear wiper. It features the Safety Sense 3.0, which adds more advanced active safety and driver assist functions. The Subaru Solterra is essentially the same vehicle.

Toyota Camry

82 OVERALL SCORE

$26,220-$36,645

RELIABILITY: Above Average | SATISFACTION: Above Average

ROAD-TEST SCORE **88** | MPG **32**

Among midsized sedans the Camry ranks among the best, thanks to its comfortable ride, quiet cabin, good fuel economy, and easy-to-use controls. Handling is slightly improved over previous versions, but the lower stance makes access a little more difficult, and the rear seat is not as roomy as in some competitors. The standard 2.5-liter four-cylinder engine provides good power and gets an impressive 32 mpg overall. It can also be paired with an optional all-wheel-drive system. A 3.5-liter V6 is available in front-wheel drive. Both are coupled to an eight-speed automatic that suffers from some rough shifts. AEB with pedestrian detection, LDW, LKA, and lane centering assistance come standard. BSW, RCTW, and reverse automatic emergency braking are optional.

Toyota Camry Hybrid

90 OVERALL SCORE

$28,080-$33,795

RELIABILITY: Above Average | SATISFACTION: Above Average

ROAD-TEST SCORE **94** | MPG **47**

Among sedans, the Camry Hybrid is an easy choice with its impressive 47 mpg overall and, as an extra bonus, a super-long 600-plus-mile range. The hybrid can drive on electric power at low speeds, such as in a city, with smooth, prompt power and quiet operation. Like the regular Camry, the ride is comfortable and handling is responsive and secure. The rather low stance makes access a bit difficult, and the rear seat is not as roomy as in some competitors. AEB with pedestrian detection, LDW, and LKA come standard, but BSW and RCTW are optional.

Toyota Corolla

77 OVERALL SCORE

$21,550-$27,175

RELIABILITY: Much Better Than Average | SATISFACTION: Fair

ROAD-TEST SCORE **74** | MPG **36**

The Corolla sedan is fuel-efficient and sensible. A more powerful 169-hp, 2.0-liter four-cylinder engine, once exclusive to the higher trims, is now standard for all nonhybrid models, and gets 36 mpg overall. The continuously variable transmission amplifies engine noise. All-wheel drive is available with the 2023 freshening. It also gets Toyota's latest infotainment system. The Corolla's handling agility is among the better in the class, as is ride comfort and cabin quietness. The controls are very easy to use. AEB with pedestrian detection, LDW, LKA, and lane centering assistance are standard, but BSW and RCTW are optional only.

Toyota Corolla Hybrid

82 OVERALL SCORE

$22,800-$26,640

RELIABILITY: Much Better Than Average | SATISFACTION: Fair

ROAD-TEST SCORE **75** | MPG **48**

The Corolla hybrid version gets an impressive 48 mpg overall, but acceleration is best described as leisurely. The continuously variable transmission amplifies engine noise when more power is called for, such as when merging or climbing a hill. Priced considerably lower than the Prius, its only competitor is the Hyundai Elantra Hybrid. The controls are easy to use. The 2023 freshening brought more trim levels to choose from, and also includes Toyota's latest infotainment system. The Corolla's handling agility is among the better in the class, as is ride comfort and cabin quietness. AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are available.

Toyota Corolla Cross

77 OVERALL SCORE

$23,060-$28,465

RELIABILITY: Much Better Than Average | SATISFACTION: Worse Than Average

ROAD-TEST SCORE **69** | MPG **28**

The Corolla Cross replaces the phased out CH-R. Smaller than the RAV4, it can be had with either front- or all-wheel drive. A 2.0-liter four-cylinder engine with 169 hp, matched to a CVT, is the main powertrain. A hybrid version is new for the 2023 model year. This pseudo-wagon feels slow and sounds loud, mostly due to engine noise, but the Corolla Cross manages a decent 28 mpg overall. Ride and handling are competent but unremarkable. The simple interior feels a bit stripped-down, but the controls are easy to use and the rear seat is fairly roomy. Standard active safety and driver assist features include AEB with pedestrian detection, LDW, LKA, and lane centering assistance, but BSW and RCTW are standard only on the midlevel LE and top XLE trims.

Toyota Crown

NA OVERALL SCORE

$39,950-$52,350

RELIABILITY: Above Average | SATISFACTION: Above Average

ROAD-TEST SCORE **NA** | MPG **NA**

The 2023 Toyota Crown replaces the Avalon sedan. It sits higher than a sedan but lower than an SUV, features a swoopy roofline at the back, and comes exclusively as a hybrid. Most versions have a 2.5-liter four-cylinder hybrid that is paired with an electronic CVT and gets an estimated 38 mpg combined. A 340-hp, 2.4-liter turbocharged four-cylinder hybrid paired with a six-speed automatic is used in the top version. All-wheel drive is standard. The five-passenger interior features 12.5-inch screens for both the instrument cluster and the infotainment system. Despite its sleek hatchback looks, the Crown features a trunk. All versions get standard AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, LKA, and lane centering assistance.

Toyota GR86

76 OVERALL SCORE

$28,400-$32,500

RELIABILITY: Fair | SATISFACTION: Much Better Than Average

ROAD-TEST SCORE **83** | MPG **28**

Toyota's second-generation sports car, now called the GR86, uses a Subaru-sourced 2.4-liter four-cylinder engine mated to either a six-speed manual or an optional six-speed automatic transmission. The new engine delivers more low-end power than before, which makes the car easier to drive. Handling remains superb, thanks to a taut suspension, light weight, and rear-wheel drive, and it's a delight to drive. But the ride is stiff and choppy and the car is very loud, which together make long drives extremely tiring. The snug, low-slung cabin can be challenging to get in and out of, and the rear seat is tiny. The overly simple controls and infotainment system are super-easy to use. Versions with the automatic get standard AEB and LDW, but they aren't available on models with the manual.

Toyota Highlander

80 OVERALL SCORE

$36,420-$52,625

RELIABILITY: Above Average | SATISFACTION: Above Average

ROAD-TEST SCORE **82** | MPG **22**

The Highlander got a freshening for 2023 that replaced the smooth and punchy V6 with a new 265-hp, 2.4-liter turbo four-cylinder that packs some oomph but is short on refinement. It also got a new infotainment system, which isn't necessarily better. The ride is comfortable, and handling is sound but unexceptional. Both seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny. AEB with pedestrian detection, LDW, LKA, and adaptive cruise control come standard. BSW and RCTW are standard on all versions except the base trim.

Toyota Highlander Hybrid ✓

86 OVERALL SCORE

$40,220-$52,425

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **86** MPG **35**

The Highlander Hybrid gets excellent fuel economy without giving up any of the regular version's practicality. In our tests we got 35 mpg overall, far and away the best fuel economy of any three-row SUV. It can drive on its electric power at low speeds, and delivers a smooth and prompt initial launch. The ride is comfortable, and handling is sound but not agile. Both seven- and eight-passenger seating configurations are available. Either way, the second row is very roomy, but the third row is tiny. With the SUV's 2023 freshening, it received a new infotainment system that is not easier to use than the version it replaced. AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and adaptive cruise control are standard on the hybrid.

Toyota Prius

NA OVERALL SCORE

$27,450-$35,865

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **NA** MPG **NA**

For 2023, Toyota completely redesigned the Prius, giving it a sleeker look, more power, and claimed improvements in fuel economy. All-wheel drive is again available. Although it delivers quicker acceleration than in the previous car, the engine is noisy when it kicks in. The car is very low, hurting access. The EPA estimate for the front-wheel-drive LE is an impressive 57 mpg combined, while the all-wheel drive version is rated at 54 mpg combined. The Prius Prime plug-in hybrid arrives a bit later. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are all standard. The Proactive Driving Assist system uses the vehicle's radar and sensors to add a small amount of steering and braking to keep away from other vehicles, cyclists, and pedestrians.

Toyota RAV4 ✓

72/78 OVERALL SCORE

$27,975-$39,030

RELIABILITY ↑ SATISFACTION ↓-|

ROAD-TEST SCORE **73-80** MPG **27-37**

The RAV4's 2.5-liter four-cylinder is paired with an eight-speed automatic and delivers relatively quick acceleration. Fuel economy is commendable at 27 mpg overall. The hybrid version feels energetic, with the electric drive producing immediate and quiet motivation from a standstill, while delivering an impressive 37 mpg overall. The RAV4 is responsive in corners, and it remains under control even when pushed. The ride, however, is somewhat stiff, and the noisy engine hurts the driving experience. Most controls, such as the large climate knobs, are easy to use. AEB with pedestrian detection, LDW, and LKA are standard. BSW and RCTW are standard on all except the base trim. Updates for 2023 included a new infotainment system and an off-road hybrid version called the Woodland Edition.

Toyota RAV4 Prime ✓

81 OVERALL SCORE

$42,340-$46,210

RELIABILITY | SATISFACTION ↑↑

ROAD-TEST SCORE **85** MPG **34**

The plug-in hybrid version of the RAV4 can bridge the gap between a hybrid and a pure EV. With its electric drive and 2.5-liter four-cylinder engine, the Prime produces a combined 302 hp, which makes for brisk acceleration. The added electric power keeps the gas engine from having to rev high, where it can become noisy. We were able to drive the Prime about 42 miles on electric power alone, and it got 34 mpg overall once it reverted to hybrid mode. It takes almost 5 hours to charge the battery on a 240-volt outlet. The Prime transforms the RAV4 into a quick, quiet, comfortable-riding, and more upscale SUV. All RAV4 Primes come standard with AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and lane centering assistance.

Toyota Sequoia

NA OVERALL SCORE

$58,365-$78,365

RELIABILITY | SATISFACTION ↑

ROAD-TEST SCORE **NA** MPG **NA**

The redesigned Sequoia SUV uses a fresh platform shared with the also-redesigned Tundra and Lexus LX. This full-sized, three-row SUV has a smooth and punchy 437-hp, 3.4-liter turbocharged hybrid V6 engine with a 10-speed automatic. Unlike its peers, it lacks an auto 4WD mode and it forgoes the previous Sequoia's independent rear suspension to the detriment of third-row-seat roominess. Handling is quite clumsy, and the ride is absorbent. But the suspension transmits frequent rubbery jiggle. The cockpit is essentially a carryover from the Tundra. Most versions have a 14-inch infotainment display. The Sequoia comes with standard AEB with pedestrian detection, LDW, BSW, RCTW, and more.

Toyota Sienna ✓

81 OVERALL SCORE

$36,135-$52,355

RELIABILITY ↑ SATISFACTION ↑↑

ROAD-TEST SCORE **84** MPG **36**

The Sienna comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder. Front-wheel drive is standard, and AWD is optional. Fuel economy is superb at 36 mpg overall, and the van has a cruising range of over 600 miles. It can glide on electric power at very low speeds, but when more power is needed, the gas engine noisily kicks in. The Sienna rides comfortably, but handling is uninspiring and stopping distances are long. The infotainment touchscreen is easy to use, though some controls are a far reach away. The cavernous interior has ample storage cubbies, seven USB ports, and second-row sunshades. Hands-free sliding side doors are a convenience. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Toyota Supra ✓

82 OVERALL SCORE

$44,040-$58,345

RELIABILITY | SATISFACTION ↑

ROAD-TEST SCORE **91** MPG **27**

This two-seat sports car shares the BMW Z4's platform and many of its components but features a coupe body. The 3.0-liter turbo six-cylinder is rated at 382 hp; there's also a 255-hp, turbo four-cylinder. A slick eight-speed automatic routes power back to the rear wheels, though a six-speed manual is now available with the turbo six-cylinder. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car is playful and fun to drive, whether on twisty two-lanes or a track. The ride is stiff but tolerable. Getting in and out is a chore, and the styling limits visibility. BMW's infotainment system takes some getting used to but ultimately proves logical. AEB with pedestrian detection, LDW, and LKA are standard; BSW and RCTW are optional.

Toyota Tacoma

52 OVERALL SCORE

$27,750-$49,890

RELIABILITY ↑ SATISFACTION |

ROAD-TEST SCORE **42** MPG **19**

Toyota's rough-and-tumble compact pickup features a 3.5-liter V6 engine hooked up to a six-speed manual or automatic. A 2.7-liter four-cylinder engine is also available. Both two- and four-wheel-drive models are offered. Our 4WD V6 Tacoma delivered 19 mpg overall. Though the truck is as tough as nails and delivers impressive off-road prowess, it's primitive. The ride is stiff, and handling is ponderous. The modern connectivity features are welcome. AEB with pedestrian detection, and LDW are standard. BSW and RCTW are optional, and features such as LKA and adaptive cruise control with stop-and-go aren't available at all. Toyota's most recent freshening brought thicker glass to help suppress noise and the availability of a power driver's seat.

Toyota Tundra

61 OVERALL SCORE

$37,865-$76,145

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **71** MPG **17**

The redesigned Tundra has new powertrains, coil springs for the rear suspension, and a generous towing capacity. Two turbocharged 3.4-liter V6 engines are available: a 389-hp standard engine and a 437-hp hybrid. Both engines are paired with a supersmooth-shifting 10-speed automatic. The standard engine is quite punchy, but fuel economy of 17 mpg overall isn't stellar. The ride is relatively civilized, but handling is rather clumsy. The cabin is very roomy and is available with a huge 14-inch infotainment touchscreen. Maximum tow capacity is 12,000 pounds with a stout payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. AEB with pedestrian detection, LDW, and LKA are standard, but BSW and RCTW are optional.

Toyota Venza ✓

80 OVERALL SCORE

$34,120-$42,265

RELIABILITY ↑ SATISFACTION ↑

ROAD-TEST SCORE **79** MPG **37**

While pleasant enough, the Venza's excellent 37 mpg overall is its main selling point. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. The initial electric power makes for a smooth getaway off the line, but when extra power is needed, the continuously variable transmission holds revs at a high level, exacerbating the din from the gas engine. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are cluttered and are very distracting. The high-end Limited trim is available with a dimmable, electrochromic glass roof. All Venzas come standard with AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and adaptive cruise control.

Volkswagen Arteon ✓

77 OVERALL SCORE

$43,010-$50,175

RELIABILITY ↓ SATISFACTION ↓

ROAD-TEST SCORE **89** MPG **24**

Our testers praised this practical, sporty, and well-appointed hatchback for its prompt acceleration, confidence in corners, and firm ride that's pleasant even on rough roads. Front-wheel drive comes standard, and AWD is optional. Engine noise is noticeable at low speeds and under acceleration. Inside, the Arteon has comfortable front seats and well-finished, user-friendly controls. We like the responsive touchscreen and the physical buttons and knob for the climate and audio systems. A low roofline makes the car a challenge to get into and out of. There's a huge cargo area with lots of space and a low loading floor under the heavy hatchback lid. The engine got a recent horsepower bump, and a seven-speed dual-clutch automatic is new. AEB with pedestrian detection, BSW, and RCTW are standard.

Volkswagen Atlas ✓

71 OVERALL SCORE

$35,150-$52,340

RELIABILITY ↓ SATISFACTION ↓

ROAD-TEST SCORE **80** MPG **20**

This formidable competitor among three-row SUVs drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a third-row seat that truly fits adults. A unique, effortlessly articulating second row allows a clear access path to the wayback. The controls are well laid out, with clear gauges and an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors' and its 20 mpg overall fuel economy is not outstanding. A 2.0-liter turbo four-cylinder is also available. Towing capacity is a generous 5,000 pounds. AEB with pedestrian detection, BSW, RCTW, and reverse automatic emergency braking are standard.

Volkswagen Atlas Cross Sport ✓

68 OVERALL SCORE

$34,460-$51,625

RELIABILITY ↓ SATISFACTION ↓↓

ROAD-TEST SCORE **77** MPG **21**

The Cross Sport shares its underpinnings and engine choices with the larger three-row Atlas but has two fewer seats and less cargo room. Handling is nimbler than one would expect from such a large vehicle. The ride has an underlying firmness but absorbs bumps decently. The seats are comfortable, and the controls are easy to use. The rear seat is very spacious. The base 2.0-liter turbo four-cylinder is quite responsive and capable of moving the Cross Sport adequately; there is also a more powerful but slightly less fuel-efficient 3.6-liter V6. Both front- and all-wheel drive are offered. AEB with pedestrian detection, BSW, and RCTW are standard. LDW, LKA, lane centering assistance, and adaptive cruise control are optional.

Volkswagen Golf GTI

65 OVERALL SCORE

$30,530-$39,870

RELIABILITY ↓ SATISFACTION ↓

ROAD-TEST SCORE **85** MPG **28**

The latest generation of the Golf GTI brings sharpened handling, more power, and a new infotainment system. Now available only as a four-door, the GTI's 241-hp. 2.0-liter turbo-four pulls strongly with immediate throttle response, whether you get the six-speed manual or the dual-clutch automatic. There are driving thrills aplenty, thanks to its sharp steering, slick shifter, and invigorating engine and exhaust sounds. The cabin is well finished, and most versions come with plaid upholstery—an ode to the original Rabbit GTI from the '80s. Unfortunately, VW has replaced its formerly user-friendly controls with a very distracting infotainment system and an odd location of some controls. AEB with pedestrian detection, BSW, and RCTW are standard. The AWD Golf R has more power and cornering capability.

Volkswagen ID.4

65 OVERALL SCORE

$38,995-$55,245

RELIABILITY ↓ SATISFACTION ↑

ROAD-TEST SCORE **83** MPGe **95**

The ID.4 EV is roomy and nicely finished inside. The standard RWD version has an EPA-estimated driving range between 208 and 275 miles depending on the selected battery size, but acceleration feels tepid. The more powerful AWD version has two motors driving and an estimated 255-mile range. We found this version had quick acceleration, a comfortable ride, and a quiet cabin, except for the annoying pedestrian-warning sounds at low speeds. The ID.4 has responsive handling, but it isn't sporty to drive. The rear seat is generous, as is cargo capacity. Unfortunately, the controls are very unintuitive and the slow-responding infotainment system is distracting. The car can take up to 170 kW at DC fast-charging locations. AEB with pedestrian detection, BSW, and RCTW are standard.

Volkswagen Jetta ✓

72 OVERALL SCORE

$20,655-$28,385

RELIABILITY ↓ SATISFACTION ↓

ROAD-TEST SCORE **81** MPG **34**

The Jetta has easy-to-use controls, great fuel economy, and a relatively spacious cabin. A 1.5-liter turbocharged four-cylinder engine coupled to an eight-speed automatic is shared with the Taos SUV. Fuel economy was excellent at 34 mpg overall when we tested it with the previous 1.4-liter turbo. The ride is absorbent but can be too tender over sharp bumps. Handling is competent yet dull. The cabin is quiet for a compact sedan. Most versions come with faux leather seats and automatic climate controls, giving the car an air of premium ambience. Standard active safety features include AEB with pedestrian detection, but BSW and RCTW are optional. A sporty GLI version, which shares components with the previous-generation Volkswagen GTI, is also available.

Volkswagen Taos

37 OVERALL SCORE

$24,155-$34,535

RELIABILITY ⏬ SATISFACTION ⏬

ROAD-TEST SCORE **75** MPG **26**

The Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic on AWD versions, delivers uneven acceleration. There is a huge delay initially, followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional transmission and drive more smoothly. Handling is nimble, and the firm ride absorbs most road irregularities. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic roof, are available. For 2023, active safety features include standard AEB with pedestrian detection but optional BSW and RCTW.

Volkswagen Tiguan

59 OVERALL SCORE

$26,950-$37,680

RELIABILITY 🔽 SATISFACTION ⏬

ROAD-TEST SCORE **84** MPG **25**

The Tiguan is one of the largest models in the small-SUV segment. That length allows for an optional third-row seat and an enormous second-row seat. Though the 184-hp, 2.0-liter turbocharged four-cylinder engine feels responsive in daily driving, acceleration is ultimately slow: It takes more than 10 seconds to reach 60 mph from a stop. Fuel economy of 25 mpg overall on regular gas is good for the class. The transmission is mostly smooth. Handling is capable and secure, and the ride is comfortable. The cabin is among the quietest in the segment, with just a little engine noise when revved. Recent updates included a new infotainment system. Active safety features include standard AEB with pedestrian detection but optional BSW and RCTW.

Volvo C40

NA OVERALL SCORE

$55,300-$60,100

RELIABILITY **NA** SATISFACTION **NA**

ROAD-TEST SCORE **NA** MPGe **NA**

Based on the electric XC40 Recharge, the C40 Recharge essentially trades some of its SUV functionality for a more coupelike roofline. It has a dual-motor, 402-hp setup that gives it AWD capability. The 78-kilowatt-hour battery yields an EPA-estimated range of 226 miles, which is short by current EV standards. The electric powertrain is the same as the one we tested in the related Polestar 2 and provides more-than-ample acceleration. We found the XC40 to have a stiff ride and unintuitive controls. Being an EV, we expect the C40 to be quicker and quieter than the XC40. AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, and LDW are standard. Volvo's available driver assistance system combines adaptive cruise control and LKA.

Volvo S60 ✔

71 OVERALL SCORE

$41,300-$68,050

RELIABILITY ➖ SATISFACTION ➖

ROAD-TEST SCORE **71** MPG **26**

The S60 sedan is quiet and boasts an uncluttered and elegant interior with comfortable seats. It comes as either front- or all-wheel drive. The turbo four-cylinder engine employs mild-hybrid technology that facilitates accessory usage and smooths out the engine's stop/start feature. We measured 26 mpg overall when we tested the previous T5 engine. In typical Volvo fashion, the ride is stiff. Handling is sound but unexceptional. The S60 is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes-off-the-road time. The V60 Cross Country is a raised wagon version, and the V60 Recharge is a 455-hp plug-in hybrid wagon with an estimated 41-mile all-electric cruising range. AEB with pedestrian detection, BSW, RCTW, LDW, and LKA are standard.

Volvo S90

56 OVERALL SCORE

$57,000-$70,500

RELIABILITY 🔽 SATISFACTION ➖

ROAD-TEST SCORE **71** MPG **23**

Though the S90 is ornate inside, it falls short of the refinement expected of a midsized luxury sedan, mostly due to the car's too-stiff ride. The standard engine is a 295-hp, turbocharged four-cylinder with a mild-hybrid setup. All-wheel drive is standard. A plug-in hybrid version has an estimated 38-mile all-electric cruising range. Handling is sound but ordinary. The roomy cabin is gorgeous, with supportive seats, but the iPad-like touchscreen proves to be frustrating to use. The V90 Cross Country is a wagon version of the S90. AEB with pedestrian detection, BSW, RCTW, LDW, LKA, and reverse automatic emergency braking are standard. Volvo's optional driver assistance system combines steering assistance and adaptive cruise control to ease highway driving.

Volvo XC40 ✔

68 OVERALL SCORE

$36,350-$59,500

RELIABILITY ➖ SATISFACTION ➖

ROAD-TEST SCORE **70** MPG **24**

The XC40 competes in the entry-level luxury SUV class. The B5 trim we tested comes with all-wheel drive and a 247-hp turbo four-cylinder that packs a decent punch. Front-wheel-drive B4 versions use a 194-hp, 2.0-liter turbo engine. The ride is stiff, and the engine has a coarse growl. Worse, the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished, and the front seats are very comfortable. An all-electric version, called Recharge, is also available, but its 223-mile range is short by current EV standards. The XC40's standard active safety systems include AEB with pedestrian detection, BSW, and RCTW. Volvo's optional driver assistance system combines adaptive cruise control and LKA.

Volvo XC60

64 OVERALL SCORE

$43,450-$74,150

RELIABILITY 🔽 SATISFACTION ➖

ROAD-TEST SCORE **77** MPG **23**

Volvo's XC60 is a scaled-down version of the XC90, complete with an elegant, high-quality interior. Like its big brother, it suffers from convoluted and distracting controls and a stiff ride. The standard 2.0-liter turbocharged four-cylinder engine, known as B5, is responsive, but the eight-speed automatic shows an occasional bumpy shift at low speeds. We measured 23 mpg overall on premium fuel. A more powerful 295-hp version comes in the B6. The XC60 Recharge is a plug-in hybrid with an estimated 35-mile all-electric cruising range. The cabin benefits from supremely comfortable seats, a relatively roomy rear seat, and a nicely finished cargo hold. Standard active safety features include AEB with pedestrian detection, BSW, RCTW, reverse automatic emergency braking, LDW, and LKA.

Volvo XC90

60 OVERALL SCORE

$56,000-$79,900

RELIABILITY 🔽 SATISFACTION ➖

ROAD-TEST SCORE **80** MPG **20**

This nicely appointed three-row SUV suffers from a bumpy ride and baffling controls. The base B5 uses a 247-hp, 2.0-liter turbo four-cylinder. Our tested B6, with its more powerful 295-hp engine, delivered decent punch but returned a so-so 20 mpg overall. There's also a plug-in hybrid version with a 35-mile all-electric range. The eight-speed automatic operates smoothly most of the time. Handling is responsive and secure, but the ride is stiff. The cabin is quiet, but the raspy-sounding engine is unbefitting a luxury SUV. The interior is uncluttered and modern, with super-comfortable seats, though the third row is tight. Most functions are controlled through the touchscreen, but common tasks take too many steps to complete. AEB with pedestrian detection, BSW, and RCTW are standard.

AUTO 2023 ISSUE

BEST USED CARS

TOYOTA SIENNA

WITH PRICES EASING a bit, particularly for vehicles that are at least five years old, this is a good moment to consider buying a used car. You can still find a reasonably priced, dependable model with key safety features. Here we present the cars, minivans, SUVs, and pickup trucks that have proved to be reliable choices, according to owner data from CR's Annual Auto Surveys. We've also included a list of the most problematic used cars, based on data from those surveys. BY JONATHAN LINKOV

ILLUSTRATION BY LISA SHEEHAN

USED CARS WE LOVE

THESE 2013 TO 2022 models have above-average reliability for the years listed, so you can find the best vehicle your budget allows. They also have standard electronic stability control (ESC), a key safety feature. The models that are highlighted in **BOLD** not only stood out in our testing when they were new but also have multiple years of better-than-average reliability, putting them at the top of our recommended used-cars list.

PRICES

- $5,000-$10,000
- $10,000-$15,000
- $15,000-$20,000
- $20,000-$25,000
- $25,000-$30,000
- $30,000-$40,000

SMALL CARS

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Ford C-Max										
Honda Civic										
Honda Fit										
Hyundai Elantra										
Hyundai Ioniq										
Kia Niro										
Kia Soul										
Mazda3										
Mini Cooper Clubman										
Nissan Leaf										
Subaru Impreza										
Toyota Corolla										
Toyota Corolla Hybrid										
Toyota Prius										
Toyota Prius C										
Toyota Prius Prime										
Toyota Prius V										

MIDSIZED & LARGE CARS

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Chevrolet Impala										
Ford Fusion										
Honda Accord										
Honda Accord Hybrid										
Hyundai Sonata										
Kia K5										
Mazda6										
Nissan Altima										
Nissan Maxima										
Subaru Legacy										
Toyota Avalon										
Toyota Avalon Hybrid										

MIDSIZED & LARGE CARS *Continued*

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Toyota Camry										
Toyota Camry Hybrid										

LUXURY CARS

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Acura TLX										
Audi A4										
Audi A6										
BMW 3 Series										
BMW 5 Series										
Buick LaCrosse										
Hyundai Genesis										
Infiniti Q50										
Lexus ES										
Lexus ES Hybrid										
Lexus GS										
Lexus IS										
Lexus LS										
Lincoln MKZ										
Mercedes-Benz C-Class										
Mercedes-Benz E-Class										

SPORTS CARS / CONVERTIBLES

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Audi A5										
BMW 2 Series										
BMW 4 Series										
Mazda MX-5 Miata										
Mini Cooper										

PHOTOS: MANUFACTURERS

USED CARS WE LOVE

Continued

PRICES

- $5,000-$10,000
- $10,000-$15,000
- $15,000-$20,000
- $20,000-$25,000
- $25,000-$30,000
- $30,000-$40,000

WAGONS & MINIVANS

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Audi Allroad										
Mazda5										
Toyota Sienna										
Toyota Venza										
Volvo XC70										

SMALL SUVs

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Acura RDX										
Audi Q3										
Audi Q5										
Buick Encore GX										
Buick Envision										
Cadillac XT5										
Chevrolet Equinox										
GMC Terrain										
Honda CR-V										
Honda HR-V										
Infiniti QX50										
Kia Seltos										
Kia Sportage										
Lexus NX										
Lexus NX Hybrid										
Lexus UX										
Lincoln Corsair										
Lincoln MKC										
Mazda CX-3										
Mazda CX-30										
Mazda CX-5										
Mercedes-Benz GLC										
Mercedes-Benz GLK										
Nissan Rogue										

SMALL SUVs *Continued*

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Nissan Rogue Sport										
Subaru Crosstrek										
Subaru Forester										
Toyota RAV4										
Toyota RAV4 Hybrid										
Volvo XC40										
Volvo XC60										

MIDSIZED & LARGE SUVs

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Acura MDX										
Ford Edge										
Honda Passport										
Honda Pilot										
Hyundai Palisade										
Hyundai Santa Fe										
Kia Telluride										
Lexus GX										
Lexus RX										
Lexus RX Hybrid										
Lincoln MKX										
Mazda CX-9										
Nissan Murano										
Subaru Ascent										
Subaru Outback										
Toyota 4Runner										
Toyota Highlander										
Toyota Highlander Hybrid										

PICKUP TRUCKS

	'13	'14	'15	'16	'17	'18	'19	'20	'21	'22
Honda Ridgeline										
Nissan Frontier										
Toyota Tacoma										
Toyota Tundra										

PHOTOS: MANUFACTURERS; JOHN POWERS/CONSUMER REPORTS

USED CARS TO AVOID

THESE 119 MODELS have records of much-worse-than-average reliability, based on responses to our Annual Auto Surveys. We suggest crossing them off your list, particularly those with multiple model years listed.

AUDI

A3	'15-16
A4	'13
A6	'16, '19
Allroad	'13
Q7	'17

BMW

2 Series	'17
5 Series	'13
X3	'13-14
X5	'13, '17

BUICK

Enclave	'13
Encore	'14-16
Regal	'17

CADILLAC

SRX	'13
XT4	'19

CHEVROLET

Bolt	'17, '19-20
Bolt EUV	'22
Camaro	'17
Colorado	'17-19, '22
Cruze	'13-16
Equinox	'22
Impala	'18
Malibu	'13-14,'16,'18
Silverado 1500	'15-19, '21
Silverado 1500 LD	'19
Silverado 2500HD	'15-16, '19, '22
Suburban	'15-19
Tahoe	'15-17, '19, '21
Traverse	'15, '18-19
Volt	'17-18

CHRYSLER

200	'15
Pacifica	'17-18, '20
Pacifica Hybrid	'18, '21
Town & Country	'13-16

DODGE

Durango	'18
Grand Caravan	'13-16, '19

FIAT

500	'13

FORD

Bronco	'22
Bronco Sport	'22
Edge	'17
Escape	'13, '18, '22
Escape Hybrid	'20
Expedition	'17-18
Explorer	'13-14, '16, '20-21
F-150	'17-18
F-150 Hybrid	'21-22
F-250	'17-18, '21
F-350	'15, '19
Flex	'14
Focus	'13-18
Mustang	'15-16, '20
Mustang Mach-E	'22
Taurus	'13

GMC

Acadia	'14-18
Canyon	'17-19, '22
Sierra 1500	'15-19, '21
Sierra 1500 Limited	'19
Sierra 2500HD	'15-16, '19, '22
Terrain	'22
Yukon	'15-17, '19, '21
Yukon XL	'15-19

GENESIS

G70	'19
G80	'17

HONDA

Civic	'18
Pilot	'17, '22

HYUNDAI

Elantra GT	'17
Ioniq	'17
Kona Electric	'19-21
Santa Fe	'14
Santa Fe Sport	'14-15
Sonata	'14, '16-18
Tucson	'13, '15-17

JEEP

Cherokee	'14, '16
Gladiator	'20
Grand Cherokee	'13-16, '18
Wrangler	'13-15, '18-20, '22

KIA

Forte	'17, '19
Niro	'19
Optima	'13-15, '18
Sedona	'16
Sorento	'13-16, '21
Soul	'14
Sportage	'17

LINCOLN

Aviator	'20-21
Continental	'17
Nautilus	'19

MAZDA

3	'19
6	'21
CX-9	'14

MERCEDES-BENZ

E-Class	'21
GLC	'22
GLE	'20-21
GLS	'17

NISSAN

Altima	'16
Pathfinder	'13-15, '17, '22
Rogue Sport	'17
Sentra	'21-22

PORSCHE

Cayenne	'19
Macan	'17

RAM

1500	'13
2500	'15, '18

SUBARU

Ascent	'19
Impreza	'13

TESLA

Model S	'13, '20

VOLKSWAGEN

Atlas	'18-19
Beetle	'19
GTI	'15-17
Golf	'16, '19
Golf Alltrack	'19
Golf SportWagen	'15-16,'19
Jetta	'13, '15, '20
Passat	'14, '16, '18
Taos	'22
Tiguan	'16-18, '22

VOLVO

S60/V60	'15
S90/V90	'18
XC60	'22
XC90	'16-17, '21

RECALLS

AUTOMAKERS ISSUE RECALLS to fix safety defects. Recalls don't factor into our used-car picks or reliability data because the problems have been identified and repairs are available free of charge. But you should check for recalls for any car you plan to purchase and at least once a year for the car you drive. That's especially important for used cars, which can be sold to a new owner with "open" recalls that have not yet been fixed. To stay informed about recalls for your vehicles, you can sign up for free to use our Car Recall Tracker at **CR.org/carrecalls.**

CHEVROLET BOLT EV

General Motors (GM) is recalling 111,242 2017-2023 Chevrolet Bolt EV hatchbacks because a seat-belt component could cause the vehicle's carpet to catch fire after a crash.
WHAT TO DO Dealers will remedy the problem free of charge. For more information, consumers may call GM at 586-596-1733. GM's number for this recall is N222383790.

JEEP WRANGLER

Chrysler is recalling 62,909 2021-2023 Jeep Wrangler 4xe vehicles equipped with the 2.0L Plug-in Hybrid Electric Vehicle ("PHEV") engine because the engine could shut down while driving, which could cause a crash.
WHAT TO DO Dealers will perform a software update to solve the problem free of charge. Consumers may call Chrysler at 800-853-1403. Chrysler's number for this recall is ZB7.

SUBARU ASCENT

Subaru is recalling 271,694 2019-2022 Ascent SUVs because of an increased risk of fire.
WHAT TO DO Dealers will replace the affected components free of charge. As a precautionary measure, Subaru recommends that owners park their vehicle away from any garage or other structure, and never leave the vehicle unattended with the engine running until this repair is completed. If there is the smell of smoke in the car, place the ignition in the "off" position and immediately contact Subaru's Roadside Assistance or the nearest Subaru dealer for assistance. Consumers may call Subaru at 844-373-6614 for more details. The automaker's own number for this recall is WRL-22.

MERCEDES-BENZ ML AND GLE

Mercedes-Benz is recalling 323,963 ML and GLE SUVs from model years 2012 to 2020 because of concerns that water could collect in the spare tire wheel well, leading to a possible fuel pump malfunction and subsequent engine stall. Signs of a developing problem may include damp carpeting in the cargo area, the sound of water sloshing, or an illuminated check-engine light.
WHAT TO DO Dealers will install a water drain plug in the spare wheel well, check for water infiltration in the spare wheel well, and replace the fuel pump control unit, if necessary. Consumers may call Mercedes-Benz at 877-496-3691. MBUSA's numbers for this recall are 2023010002 and 2023010003.

AUTO 2023 ISSUE

MOST & LEAST RELIABLE CARS

LEXUS NX350

TO HELP YOU spend less time and money on repairs, CR's auto experts have crunched data from our Annual Auto Surveys to determine the predicted reliability for new models and overall reliability for used ones. Every year we ask our members to report problems with their vehicles in 17 key trouble areas. This year we gathered data on our members' experiences with more than 300,000 cars, minivans, SUVs, and trucks over the 12 months prior to taking the survey. The following charts are based on these data and can help guide you to a more problem-free vehicle or give you a hint about issues you may experience down the road with your current ride. BY JONATHAN LINKOV

ILLUSTRATION BY LISA SHEEHAN

HOW TO READ OUR RELIABILITY CHARTS

New Model Prediction This is our projection of how reliable a 2023 or early 2024 model is likely to be. It is determined using the average of the same model's overall reliability ratings for the past three years, provided the model was not redesigned or significantly changed during that time. If the model was redesigned in 2022 or 2021, we might make a reliability determination based on just one or two years' worth of data. For new or redesigned models, we base our prediction on the reliability history of the previous generation, brand, and similar models. A blank indicates the model was discontinued.

Overall Reliability (Used Cars) This rating indicates how many problems a model has had compared with the average problem rate for vehicles of the same model year in 17 trouble spots, as reported by our members. Serious issues, such as major engine and transmission, engine cooling, and drive system categories, can be more expensive to repair and are given extra weight in our scoring.

Trouble Spots Models that score a ⌄⌄ are not necessarily unreliable, but they suffer a higher rate of problems than the average model. Similarly, models that score a ⌃⌃ are not necessarily trouble-free, but they have relatively few issues compared with other models of the same year.

Newer vehicles should have few, if any, problems and most score all ⌃⌃. In some cases, a model may score ⌃ and ⌃⌃ in most categories, but the verdict is a ! or lower because it still has more issues cumulatively than the average model.

An empty column indicates the model wasn't sold that year; a column of asterisks (*) indicates that there is insufficient data for that year. Redesigned or newly introduced model years are noted with the model year appearing inside a gray box.

THE TROUBLE SPOTS WE CHECK

Engine, Major Engine or electric drive motor rebuild or replacement, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.

Engine, Minor Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping, electric drive motor malfunction.

Engine, Cooling Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.

Transmission, Major Transmission rebuild or replacement, torque converter, premature clutch replacement.

Transmission, Minor Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch cylinders).

Drive System Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.

Fuel System Sensors (includes O_2 or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.

Electrical Alternator, starter, hybrid/electric battery replacement, hybrid/electric battery and related systems, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, distributor or rotor failure, spark plug and wire failure, auto stop/start, electric vehicle charging.

Climate System Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure.

Suspension Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.

Brakes Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.

Exhaust Muffler, pipes, catalytic converter, exhaust manifold, heat shields, leaks.

Paint/Trim Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.

Noises/Leaks Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.

Body Hardware Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defect.

Power Equipment Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system, headlights, automatic headlights, automatic wipers, wireless charging pad.

In-Car Electronics Audio system, backup/parking camera, entertainment system, navigation system, communication system, hardware replacement, over-the-air updates, head-up display.

HOW THE RATINGS ARE CALCULATED

This chart shows the average rates of problems in each trouble spot by model year for all vehicles in CR's Annual Auto Survey. The information is broken down by trouble spot and expressed as a rounded percentage. The trouble-spot ratings are based on whether a particular model has more or fewer issues than the average vehicle for the same year. For example, about 1 percent of 2016 models, on average, had engine, cooling problems. The Honda Pilot (page 90) scores a ⌃⌃ (much better than average) because none of the 2016 Pilots in our survey had a problem in this area. In 2020, the average rate of electrical problems was 1.1 percent. Because 2.1 percent of 2020 Honda Passports were reported to have a problem in this category, the car scores a ⌄⌄ (much worse than average).

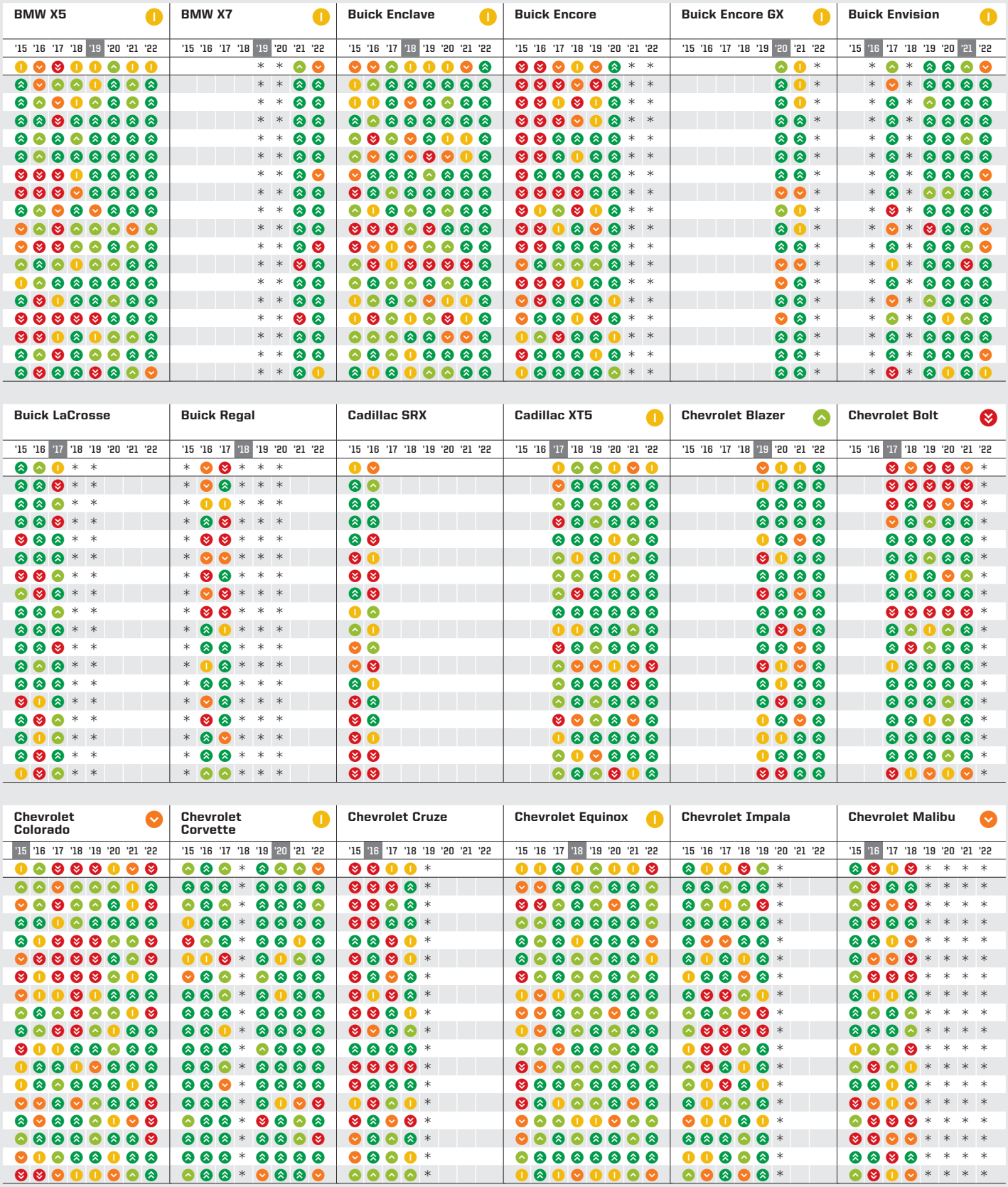
Average Percent Problem Rates

	'15	'16	'17	'18	'19	'20	'21	'22
Engine, Major	2	2	1	1	1	1	<1	<1
Engine, Minor	2	2	1	1	1	1	1	<1
Engine, Cooling	1	1	1	<1	<1	<1	<1	<1
Transmission, Major	1	1	1	1	<1	<1	<1	<1
Transmission, Minor	1	1	1	1	1	<1	<1	<1
Drive System	1	1	1	1	1	1	<1	<1
Fuel System	2	1	1	1	1	1	<1	<1
Electrical	2	2	2	1	1	1	1	<1
Climate System	3	3	2	2	1	1	1	<1
Suspension	3	2	1	1	1	1	<1	<1
Brakes	3	2	2	2	1	1	1	<1
Exhaust	1	1	<1	<1	<1	<1	<1	<1
Paint/Trim	1	2	1	1	1	1	1	<1
Noises/Leaks	2	2	2	1	1	1	1	<1
Body Hardware	1	1	1	1	1	1	1	<1
Power Equipment	1	1	1	1	1	1	1	<1
In-Car Electronics	3	3	3	3	3	3	4	2

New Model Prediction ▶	Acura MDX	Acura RDX	Acura TLX	Audi A3	Audi A4
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	▲ ● ● ▲ ▲▲ ▲ ▲	● ▲ ▲ ▲▲ ▲ ● ● ▲▲	▲ ▲▲ * ▲ ▲▲ ▼ ● *	▼▼ ▼▼ ● ● * * *	▲ ▲ ▲ ● ▲▲ ● ● *
Engine, Major	▲▲ ▲▲ ▲ ▲▲ ▲▲ ▲▲ ▲ ▲▲	▼ ▲ ▲▲ ▼ ▲▲ ▲▲ ▲▲ ▲▲	▲ ▲▲ * ▲▲ ▲▲ ▼▼ ▼▼ *	▼▼ ▼▼ ▼▼ ▲▲ * * * *	▼ ▲▲ ● ▲▲ ▲▲ ▲▲ ▲▲ *
Engine, Minor	▲ ▲ ▲ ▲▲ ▲▲ ▲▲ ▲ ▲▲	▲▲ ▲▲ ▲ ▼ ▲ ▲ ▲▲ ▲▲	▼▼ ▲▲ * ▲ ● ▼▼ ▲▲ *	▼▼ ▲▲ ▼▼ ▼▼ * * * *	▲▲ ▲▲ ● ▲▲ ▲▲ ▲▲ ● *
Engine, Cooling	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲ ▲▲	● ▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲ ▲▲ * ▲▲ ▲▲ ▼▼ ▲▲ *	▼▼ ▼▼ ▲▲ ▲▲ * * * *	▲▲ ▲▲ ▼▼ ▲ ▲▲ ▲▲ ▲▲ *
Transmission, Major	▼ ▼▼ ● ▲ ▲▲ ▲▲ ▲ ▲▲	● ▲▲ ● ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲ ▲▲ * ▲▲ ▲▲ ▲▲ ▲▲ *	▲▲ ▼▼ ▼▼ ▲▲ * * * *	▲▲ ▲▲ ▲▲ ▲ ▲▲ ▲▲ ▲▲ *
Transmission, Minor	▼▼ ▼▼ ▲ ▼▼ ▲▲ ▲ ▲▲	▼ ▼ ▼▼ ▼ ▲▲ ▲ ▲▲ ▲▲	▼▼ ▲▲ * ▼▼ ▲▲ ▲▲ ▲▲ *	▲ ▼▼ ▲▲ ▼▼ * * * *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ *
Drive System	▲ ▼▼ ● ▲▲ ▲▲ ▲▲ ▲ ▲▲	▲ ● ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	● ▲▲ * ▲▲ ▲▲ ▲▲ ▲▲ *	▲▲ ▲▲ ▲▲ ▲▲ * * * *	▲▲ ▼▼ ▲▲ ▼ ▲ ▲▲ ● *
Fuel System	▲ ▲ ▲▲ ● ● ▲▲ ▲ ▲▲	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▼▼ * ▲▲ ▲▲ ● ▲▲ *	▼▼ ▼▼ ▲▲ ▲▲ * * * *	▲▲ ▲▲ ▲ ▲▲ ▲▲ ▼▼ ▲▲ *
Electrical	▲ ● ▲▲ ▲▲ ▲ ▲▲ ▲ ▲▲	▲ ▲▲ ▲ ▲ ▲▲ ▲▲ ▲ ▲▲	▼▼ ▲▲ * ▲ ● ▼ ▼▼ *	▼ ▼▼ ▼▼ ▼▼ * * * *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ *
Climate System	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ● ▲	● ● ▲▲ ▲ ● ▲▲ ▲▲ ▲▲	▲▲ ▲▲ * ▲▲ ▲▲ ▲▲ ▲▲ *	▼▼ ▼ ▲▲ ▼▼ * * * *	▲ ▲▲ ▼ ▼ ▲ ● ▲▲ *
Suspension	● ● ● ▲▲ ▲▲ ▲▲ ▲ ▲▲	▼ ● ▲ ▲ ▲▲ ▲▲ ▲ ▲▲	▲▲ ▼ * ▼▼ ▲▲ ▲▲ ▲▲ *	▲▲ ● ▼ ● * * * *	▼▼ ▼ ● ▼ ▲▲ ▲▲ ▲▲ *
Brakes	▼ ● ▲ ● ▲▲ ▲ ● ▲	▼ ▼ ▲ ▲ ● ▼▼ ● ▲▲	▲▲ ● * ▼ ▲▲ ▲▲ ▼▼ *	▼▼ ▲▲ ▲▲ ▲▲ * * * *	▲▲ ● ▲ ▲ ▼ ▼▼ ▲▲ *
Exhaust	▼ ▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲ ▲▲ * ▲▲ ▲▲ ▲▲ ▲▲ *	● ▲▲ ▲▲ ▲▲ * * * *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ *
Paint/Trim	▼▼ ▲▲ ▲▲ ▼ ▲▲ ● ▲▲	▲▲ ▲▲ ▲▲ ▲▲ ● ▲▲ ▲ ▲▲	▲▲ ▲▲ * ▲▲ ▲▲ ▲▲ ▲▲ *	● ▼▼ ▲▲ ▲▲ * * * *	▲▲ ▲▲ ▲▲ ▲ ▲▲ ▲▲ ▲▲ *
Noises/Leaks	▼ ▲▲ ▲▲ ▲▲ ▲▲ ▲ ▲▲	● ▲▲ ▲ ▲▲ ● ▼▼ ▼▼ ▲▲	▲▲ ▲▲ * ▲▲ ▲▲ ▲▲ ▲▲ *	▼▼ ▼▼ ▼▼ ▲▲ * * * *	▼ ▼ ▲ ▲ ▼ ▲▲ ▲▲ *
Body Hardware	▲▲ ▲▲ ● ▲ ▲▲ ▲ ▲▲	▲ ▲▲ ▲▲ ▲ ▲▲ ▼ ● ▲▲	▲▲ ▲▲ * ▲▲ ▲▲ ▲▲ ▲▲ *	▼▼ ▼▼ ▲▲ ▲▲ * * * *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ● ● *
Power Equipment	▼ ● ▼ ▼ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲ ▲▲ ▲ ▼ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ * ▼▼ ▲▲ ▲▲ ▲▲ *	▼▼ ▼▼ ▼ ▲▲ * * * *	▼▼ ▲▲ ▲▲ ▲ ▲▲ ▲▲ ▲▲ *
In-Car Electronics	● ▼ ● ▲ ▼ ▲ ▼ ▲▲	▲▲ ▲ ▲▲ ▲▲ ▼▼ ▼▼ ▼ ▲	▲▲ ▼▼ * ▲▲ ▲▲ ▲▲ ▼▼ *	▼▼ ▼▼ ▲ ▼ * * * *	▼▼ ▲ ▲ ▼ ▼ ● ▼▼ ▼▼ *

New Model Prediction ▶	Audi A5	Audi A6	Audi Q3	Audi Q5	Audi Q7
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	* * * ● ▲ * ▲▲ *	▲ ▼▼ ● ● ▼▼ * * *	* ▲▲ * ▲▲ * ▲ ● *	● ● ● ● ▲ ● ▼ ▲	* * ▼▼ ● ▲ * ● *
Engine, Major	* * * ▲▲ ▲▲ * ▲▲ *	▲▲ ▼ ▼▼ ▼ ▲ * * *	* ▲▲ * ▲▲ * ▲▲ *	▲ ▲ ▼▼ ▼ ▲▲ ▲ ▲▲ ▲▲	* * ▼▼ ▲ ▲ * ▲▲ *
Engine, Minor	* * * ▲▲ ▲▲ * ▲▲ *	▼▼ ▼▼ ● ▲▲ ▼▼ * * *	* ▲ * ▲ * ▲▲ ▼ *	▼ ▼ ▼▼ ▼ ● ▲▲ ● ▲▲	* * ▼▼ ▲ ▲ * ▲▲ *
Engine, Cooling	* * * ▲▲ ▲▲ * ▲▲ *	▲▲ ▼▼ ● ▲ ▲ * * *	* ▲▲ * ▲▲ * ▲▲ ▼ *	▲▲ ▲▲ ▲▲ ● ▲ ▲▲ ▲▲ ▲▲	* * ▼▼ ▲ ▲ * ▲▲ *
Transmission, Major	* * * ▲▲ ▲▲ * ▲▲ *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ * * *	* ▲▲ * ▲▲ * ▲▲ ▲▲ *	▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲ ▲▲	* * ▲ ▲▲ ▲▲ * ▲▲ *
Transmission, Minor	* * * ▲▲ ▲▲ * ▲▲ *	▲▲ ▲ ▲▲ ▲▲ ● * * *	* ▲▲ * ▲▲ * ▲▲ ▲▲ *	▲ ▲▲ ▲▲ ▲▲ ▲ ▲▲ ▲ ▲▲	* * ▲ ▲▲ ▲▲ * ▲▲ *
Drive System	* * * ▼▼ ▲▲ * ▲▲ *	● ▲▲ ▲▲ ▲▲ ▲▲ * * *	* ▲▲ * ▲▲ * ▲▲ ▲▲ *	▼▼ ● ● ▲▲ ● ● ▲ ▲▲	* * ▼▼ ▼ ▲▲ * ▲▲ *
Fuel System	* * * ▲▲ ▲▲ * ▲▲ *	▼▼ ▼▼ ● ● ▲▲ * * *	* ▲▲ * ▼▼ * ▲▲ ▲▲ *	▼▼ ▼ ▲▲ ▼ ▲ ▲▲ ▲ ▲▲	* * ▲ ▲▲ ▲▲ * ▲▲ *
Electrical	* * * ▲▲ ▲▲ * ▲▲ *	▲ ● ▲▲ ▲▲ ▲ * * *	* ▼ * ▲ * ▲▲ ▲▲ *	▲ ● ▲ ▲ ▲▲ ▲ ● ▲▲	* * ● ▲▲ ▲ * ▲▲ *
Climate System	* * * ● ▲ * ▲▲ *	▲▲ ▲▲ ▼ ▲▲ ▲▲ * * *	* ● * ▲ * ▲▲ ▲▲ *	● ▼ ▼ ▲ ▼ ● ▼▼ ▲▲	* * ▼▼ ● ● * ▼ *
Suspension	* * * ▲▲ ▲▲ * ▲▲ *	▼▼ ▼▼ ▼▼ ▼▼ ▼▼ * * *	* ▲▲ * ▲▲ * ▲▲ ▲▲ *	▼ ▲ ▼▼ ▲ ▲▲ ▲▲ ▲▲ ▲▲	* * ▼▼ ▲ ▲ * ▲▲ *
Brakes	* * * ▼ ▼▼ * ▲▲ *	▼▼ ▼▼ ● ▼▼ ▼▼ * * *	* ▲ * ▲ * ▼▼ ▼▼ *	▼ ● ▼ ● ▲▲ ▲▲ ● ▲▲	* * ▼▼ ▼▼ ▲ * ▲ *
Exhaust	* * * ▲▲ ▲▲ * ▲▲ *	▼ ▲ ▲▲ ▲▲ ▲▲ * * *	* ▲▲ * ▲▲ * ▲▲ ▲▲ *	▲ ▼▼ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲	* * ▲▲ ▲ ▲▲ * ▲▲ *
Paint/Trim	* * * ▲▲ ▲▲ * ▲▲ *	▲▲ ▲▲ ▲▲ ▼▼ ▲▲ * * *	* ▲▲ * ▲▲ * ▲▲ ▲▲ *	▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲ ▲	* * ▲▲ ▲ ▲▲ * ▲ *
Noises/Leaks	* * * ▼▼ ▼▼ * ▲▲ *	▲ ▼▼ ▼▼ ● ▼ * * *	* ● * ▲ * ▼▼ ▼▼ *	▼▼ ▼ ▼▼ ▲ ● ▲▲ ▼ ▲▲	* * ▼▼ ▼ ▲ * ▼ *
Body Hardware	* * * ▲▲ ▲▲ * ▲▲ *	▲▲ ▲▲ ▲▲ ▲ ▲▲ * * *	* ▲▲ * ▲▲ * ▲▲ ▲▲ *	▲▲ ▲▲ ▲▲ ▲▲ ● ▲ ▼ ▲▲	* * ▲▲ ▲▲ ▲ * ▲▲ *
Power Equipment	* ● ▲▲ ▼ ▲▲ * ▲▲ *	▼ ▲▲ ▲▲ ▲▲ ▲▲ * * *	* ▼▼ ▼ ▲▲ ▲▲ ▲▲ ▲▲ *	▲▲ ▲ ▲▲ ▼▼ ▼ ● ▲▲ ▲▲	* * ▼▼ ▲ ● * ▲▲ *
In-Car Electronics	* ▼▼ ▲ ▲ * * * *	▲ ▲ ▲▲ ▲▲ ▼▼ * * *	* ● ▲▲ ▲ ▲▲ ▲ ● *	▲ ▲ ▲ ▲▲ ▼▼ ▼ ▼ ▲	* * ▼▼ ● ▲ * ▼ *

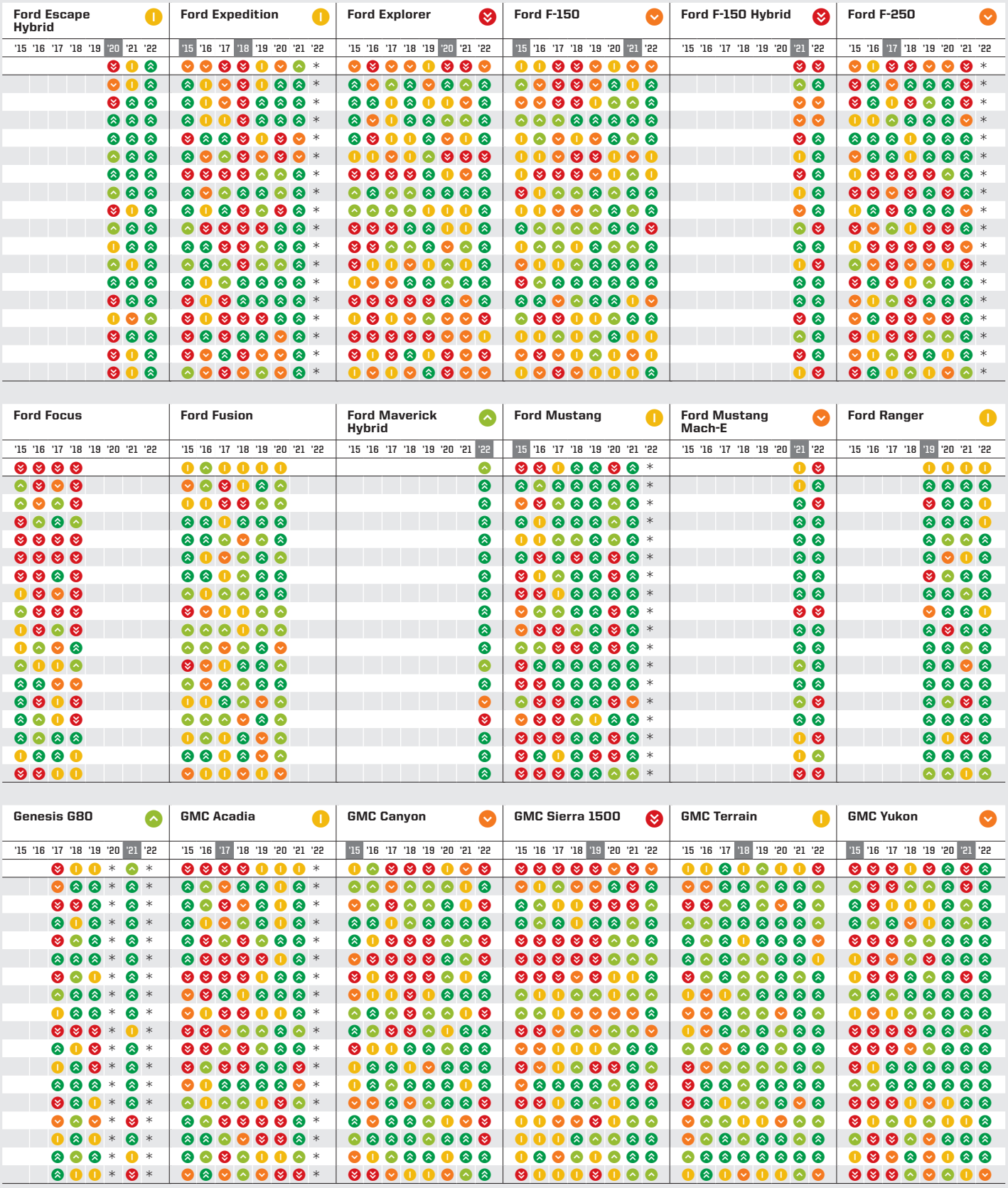
New Model Prediction ▶	BMW 2 Series	BMW 3 Series	BMW 4 Series	BMW 5 Series	BMW X3
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	* ▲▲ ▼▼ ▲▲ * * * *	● ▲▲ ▲▲ ▲▲ ● ▲▲ ▲▲ ▲▲	▲▲ ● ▲▲ ● ● ● ▲▲ *	▼ ▲▲ ▲▲ ▼ ● ● ● ●	● ● ● ● ● ● ▲▲ ▲▲
Engine, Major	* ▲▲ ▼▼ ▲▲ * * * *	● ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▼▼ ▼ ● ▲▲ ● ▲▲ *	▼▼ ▼▼ ▲▲ ▲▲ ▼▼ ▲▲ ▲▲ ▲▲	● ▲▲ ▲▲ ▲▲ ● ● ▲▲ ▲▲
Engine, Minor	* ▲▲ ▼▼ ▲▲ * * * *	▼▼ ▲▲ ● ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▼ ▲▲ ● ● ● ▲▲ *	▼▼ ▼ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▼ ● ▼ ▼▼ ▲▲ ▲▲ ▼ ▲▲
Engine, Cooling	* ▲▲ ▼▼ ▲▲ * * * *	▼ ▲▲ ● ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ▼ ▼▼ ● ● ▲▲ *	▼▼ ▲▲ ▲▲ ▲▲ ● ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ▲▲ ▼ ▲▲ ▲▲ ▲▲ ▲▲
Transmission, Major	* ▲▲ ▲▲ ▲▲ * * * *	● ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲
Transmission, Minor	* ▲▲ ▲▲ ▲▲ * * * *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ● ▲▲ ▲▲ ▲▲ ▲▲ ▲▲
Drive System	* ▲▲ ▼▼ ▲▲ * * * *	● ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ▲▲ ● ▲▲ ▲▲ ▲▲ *	▼▼ ▲▲ ▲▲ ● ▲▲ ● ▲▲ ▲▲	▼▼ ▼▼ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲
Fuel System	* ▼ ▲▲ ▲▲ * * * *	▼▼ ▲▲ ▲▲ ▲▲ ▼ ▲▲ ▲▲ ▲▲	● ▼▼ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ *	▲▲ ▲▲ ▲▲ ▼ ▲▲ ▲▲ ▼ ▼▼	▲▲ ▼▼ ▼ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲
Electrical	* ▲▲ ▲▲ ▲▲ * * * *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ● ▲▲	▲▲ ▼▼ ▲▲ ▲▲ ▲▲ ● ▲▲ *	▼ ▼▼ ▲▲ ▲▲ ● ▲▲ ▲ ▼	● ▲ ▲▲ ● ● ▲ ▲▲ ▲▲
Climate System	* ▲▲ ▼ ▲▲ * * * *	● ▲▲ ▼ ▼▼ ▼ ▲▲ ▲▲ ▲▲	▲▲ ▼▼ ▲▲ ▲▲ ▲▲ ▲▲ ▼▼ *	▼ ▲▲ ▼▼ ▼▼ ● ▼▼ ▲▲ ▼	▲ ▼ ▼▼ ▼▼ ● ● ▲ ▲▲
Suspension	* ▼ ▼▼ ▲▲ * * * *	▲ ▲ ▲▲ ▲ ▼ ▲ ▲▲ ▲▲	● ▲ ▲▲ ▲▲ ▼▼ ▲▲ ▲▲ *	▼ ▼▼ ▼▼ ▲▲ ● ▲▲ ▲▲ ▲▲	▲▲ ● ▼▼ ▲ ▲▲ ▲▲ ▲▲ ▲▲
Brakes	* ▼ ▲ ▲▲ * * * *	▲▲ ▲ ▼ ▲ ▼▼ ▼▼ ▲▲ ▲▲	▲▲ ▼ ▲▲ ▼ ● ▲▲ ▲▲ *	▲ ▲▲ ▲▲ ▼▼ ● ▲▲ ● ▲▲	▲▲ ● ▲▲ ● ● ▼▼ ▲▲ ▲▲
Exhaust	* ▲▲ ● ▲▲ * * * *	▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ *	▲▲ ● ▲▲ ▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲
Paint/Trim	* ▲▲ ▲▲ ▲▲ * * * *	● ▲ ▲▲ ▲ ▲▲ ▲ ▲▲ ▲▲	▼▼ ▲▲ ▲▲ ● ● ▲▲ *	▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▲▲ ▲▲ ▲ ▲▲ ● ▲▲ ▲▲
Noises/Leaks	* ▲▲ ▲▲ ▲▲ * * * *	▼▼ ▲▲ ▼ ▲▲ ▼▼ ● ▼▼ ▲▲	▲ ▼ ▲▲ ▲▲ ▼▼ ▲▲ ▲▲ *	▲ ▼▼ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	● ▲▲ ▼▼ ● ▲ ▲▲ ▲▲ ▲▲
Body Hardware	* ▲▲ ▲▲ ▲▲ * * * *	▲▲ ▲▲ ▲▲ ▲ ▲▲ ▼▼ ▲▲ ▲▲	▲▲ ▲▲ ▲▲ ▲▲ ▼▼ ▲▲ ▲▲ *	▲▲ ▲▲ ▲▲ ▲▲ ● ▼ ▲▲ ▲▲	▲▲ ▲▲ ▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲
Power Equipment	* ● ▲▲ ▼ * * * *	▼ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲ ▲▲	▼▼ ▼ ▲▲ ▲▲ ▼▼ ▲▲ ▲▲ *	▲▲ ▲ ▲▲ ▼▼ ▼ ● ▲▲ ▲▲	▼▼ ▼ ▲ ▲ ● ▲ ▲▲ ▲▲
In-Car Electronics	* ▼▼ ▲ ▲ * * * *	● ▲▲ ▲▲ ▲▲ ▼▼ ▲▲ ▲ ▲▲	● ▲▲ ▲ ▲▲ ▲▲ ▲▲ ● *	▲ ▲▲ ▲▲ ▼▼ ▼▼ ● ▼ ▲▲	▼ ▲▲ ▼▼ ▼▼ ● ▼ ▲ ▼

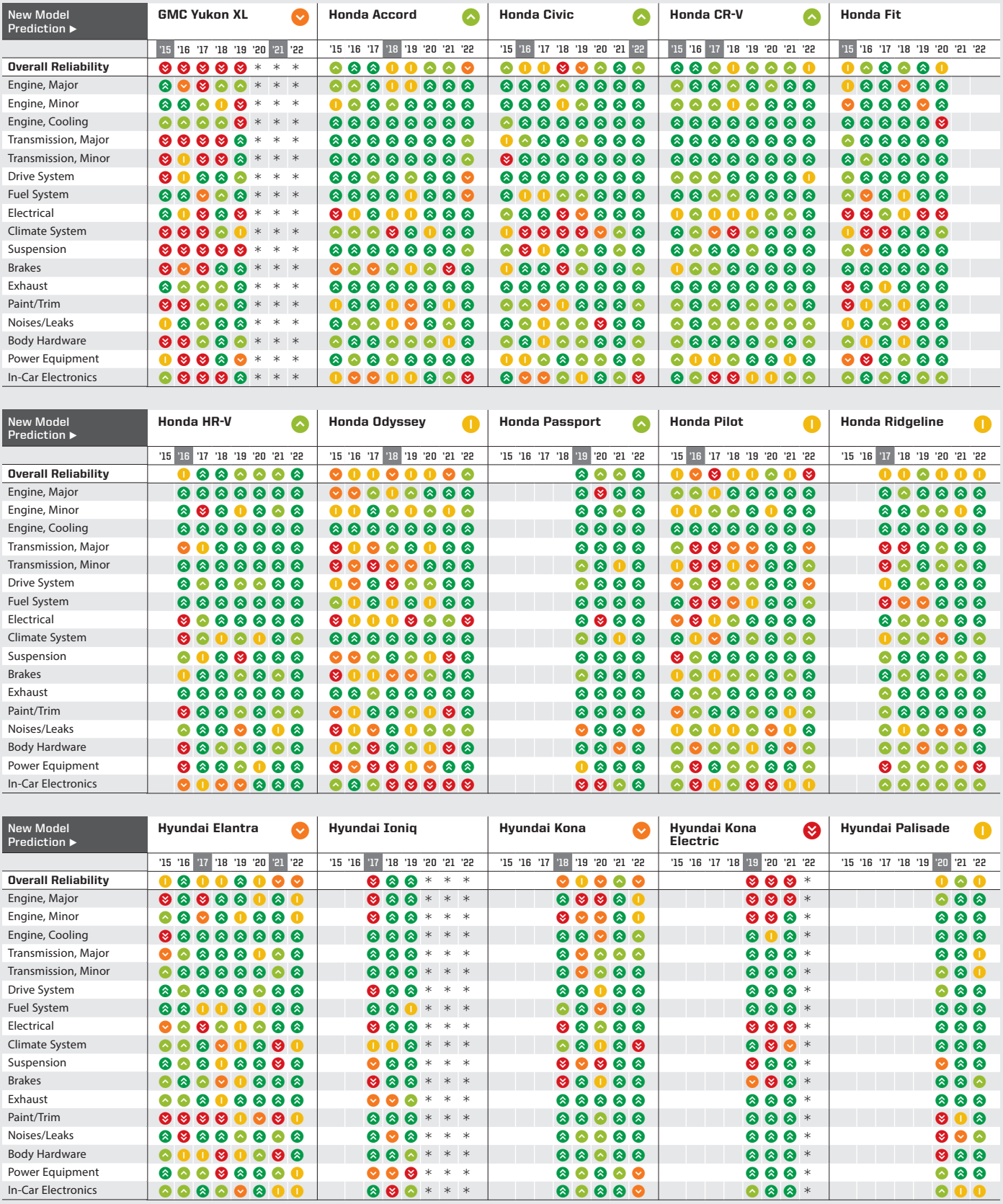

BMW X5
BMW X7
Buick Enclave
Buick Encore
Buick Encore GX
Buick Envision
Buick LaCrosse
Buick Regal
Cadillac SRX
Cadillac XT5
Chevrolet Blazer
Chevrolet Bolt
Chevrolet Colorado
Chevrolet Corvette
Chevrolet Cruze
Chevrolet Equinox
Chevrolet Impala
Chevrolet Malibu
WORSE
BETTER

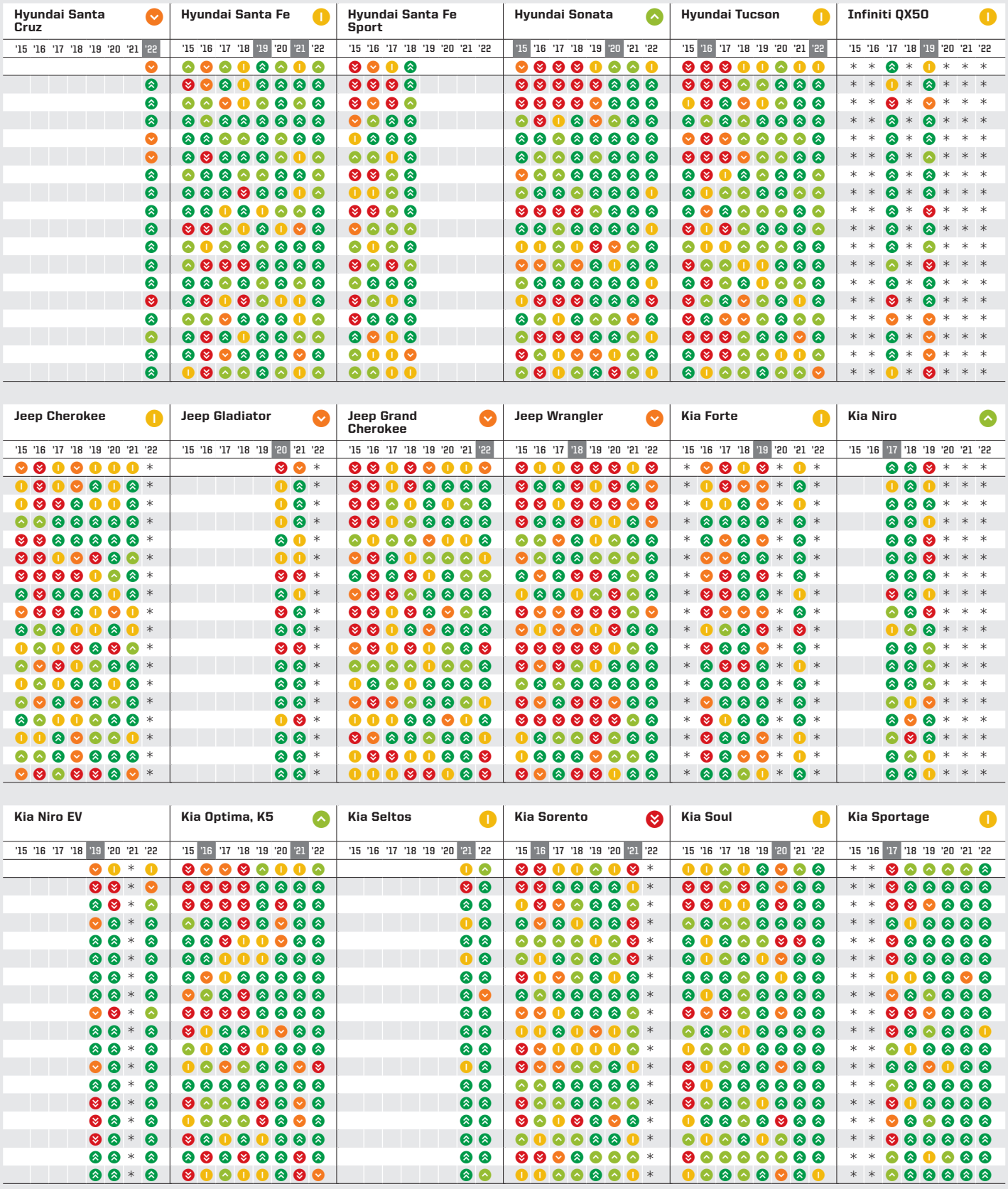
New Model Prediction ▶	Chevrolet Silverado 1500	Chevrolet Silverado 2500HD	Chevrolet Suburban	Chevrolet Tahoe	Chevrolet Traverse
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	⏬ ⏬ ⏬ ⏬ ⏬ 🔽 ⏬ 🔽	⏬ ⏬ 🔽 🔼 ⏬ 🔽 ℹ ⏬	⏬ ⏬ ⏬ ⏬ ⏬ * * *	⏬ ⏬ ⏬ ℹ ⏬ ⏫ ⏬ ⏫	⏬ 🔽 ℹ ⏬ ⏬ ℹ 🔽 🔽
Engine, Major	🔽 ℹ 🔼 🔽 🔽 ⏬ ⏬ ⏫	⏬ ⏫ ⏬ ⏫ ⏬ ⏫ ⏫ ℹ	⏫ 🔽 ⏬ 🔼 * * *	🔼 ⏬ ⏬ 🔼 🔼 ⏫ ⏬ ⏫	⏫ ℹ 🔼 ⏫ 🔼 ⏫ ⏫ ⏫
Engine, Minor	⏫ 🔼 ℹ ℹ ⏬ ⏬ ⏬ 🔼	⏬ ⏫ 🔼 ⏫ ⏬ ⏫ ⏫ ⏫	⏫ ⏫ 🔼 ℹ ⏬ * * *	⏫ ⏬ ℹ ℹ ℹ ⏫ 🔼 ⏫	⏫ ⏫ ⏫ 🔽 ⏬ ⏫ ⏫ ⏫
Engine, Cooling	⏫ 🔼 ⏫ ℹ ⏫ ⏫ 🔼 ⏫	⏬ ⏫ ℹ ⏫ ⏫ ⏫ ⏫ ⏫	🔼 🔼 🔼 🔼 ⏬ * * *	⏫ 🔼 ⏫ 🔽 ℹ ⏫ 🔼 ⏫	⏬ ⏫ 🔼 ⏫ ⏫ ⏫ ⏫ ⏫
Transmission, Major	⏬ ⏬ ⏬ ⏬ ⏬ 🔼 🔼 ⏫	⏫ ⏬ ⏬ ⏫ ⏫ ℹ ⏫ ⏫	⏬ ⏬ ⏬ ⏬ ⏫ * * *	⏬ ⏬ ⏬ 🔼 🔼 ⏫ ⏫ ⏫	⏬ ⏬ ℹ 🔽 🔽 ⏫ ⏫
Transmission, Minor	⏬ ⏬ ⏬ ⏬ ⏬ 🔼 🔼 🔼	🔼 ⏬ ⏫ ⏬ 🔽 ⏫ ⏫ ℹ	⏬ ℹ ⏬ ⏬ ⏫ * * *	ℹ ⏬ 🔽 🔼 ⏬ ⏫ ⏫ ⏫	⏫ 🔼 🔼 ⏬ ⏬ 🔼 ⏬ ⏬
Drive System	⏬ ⏬ ⏬ 🔽 ⏬ ℹ ℹ ⏫	⏬ ℹ ℹ 🔼 ⏬ ⏫ ⏫ ℹ	⏬ ℹ ⏫ ⏫ 🔼 * * *	ℹ ⏬ ⏬ ⏫ 🔼 ⏫ ⏬ ⏫	⏬ 🔼 ⏬ 🔽 🔽 ⏫ ⏫ ⏬
Fuel System	🔼 ℹ ℹ 🔼 🔼 ℹ 🔼 🔼	⏬ ⏬ ⏬ ⏬ ⏬ ⏬ ⏫ ⏫	⏫ ⏫ 🔽 🔼 * * *	🔼 ⏫ 🔼 ⏫ ⏫ ⏫ ⏫ ⏫	⏬ ⏬ ⏬ 🔽 ℹ 🔼 🔼 ⏫
Electrical	🔼 🔼 ℹ 🔽 🔽 🔽 🔽 ⏫	⏬ 🔼 🔽 ⏫ ⏬ 🔽 ⏫ ⏫	⏫ ℹ ⏬ 🔼 ⏬ * * *	ℹ 🔽 ℹ 🔼 🔼 ⏫ ⏫ ⏫	🔽 ℹ 🔼 ⏬ ℹ ⏫ ⏫ ⏫
Climate System	⏬ ⏬ 🔽 🔼 🔽 🔼 🔼 🔽	⏫ ℹ 🔼 ⏫ ⏫ 🔽 ⏫ ⏫	⏬ ⏬ ⏬ 🔼 ℹ * * *	⏬ ⏬ ⏬ ⏬ ⏫ ⏫ 🔼 ⏫	⏬ ⏬ ⏬ ⏬ 🔼 🔼 ℹ ⏫
Suspension	🔽 🔽 ℹ ℹ ℹ 🔼 ⏫ ⏫	⏫ ⏬ ⏫ 🔼 ⏫ ⏬ ⏬ ℹ	⏬ ⏬ ⏬ ⏬ ⏬ * * *	⏬ ⏬ ⏬ 🔽 🔼 ⏫ ⏫ ⏫	⏬ 🔽 ⏬ ⏫ 🔼 🔼 ⏫ ⏫
Brakes	⏬ 🔽 ℹ 🔼 ⏬ ⏬ ⏫ 🔼	⏫ ⏬ 🔼 ℹ ⏫ 🔽 🔽 ℹ	⏬ 🔽 ⏬ ⏫ ⏫ * * *	⏬ ℹ ⏫ ⏫ ⏫ ⏫ ⏫ ⏫	⏬ ⏫ 🔽 🔽 🔼 ℹ ⏬ ⏫
Exhaust	🔽 ⏫ ⏫ ⏫ 🔼 ⏫ ⏫ ⏬	⏬ ℹ ℹ ⏫ ⏫ ⏫ 🔼 ⏫	⏫ 🔼 🔼 🔼 ⏫ * * *	🔼 🔼 ⏫ ⏫ ⏫ ⏫ ⏫ ⏫	⏫ ℹ ⏫ 🔽 ℹ ⏫ ⏫ ⏫
Paint/Trim	⏬ ⏬ ℹ ⏫ 🔼 ℹ ⏫ ⏫	⏬ ⏬ ℹ 🔼 ℹ ⏫ ⏫ ⏫	⏬ ⏬ 🔼 🔼 ⏫ * * *	⏬ ⏬ ⏬ ℹ 🔽 ℹ ⏫ ⏫	⏬ ℹ ℹ ℹ 🔼 ⏫ ⏫ ⏫
Noises/Leaks	ℹ ℹ 🔽 🔽 ⏬ ℹ 🔼 🔼	ℹ 🔽 ℹ ⏫ ⏫ 🔼 🔼 ℹ	ℹ ⏫ 🔼 ⏫ ⏫ * * *	⏬ ℹ 🔼 ℹ 🔼 ℹ ℹ ⏫	⏫ 🔼 ⏫ 🔼 🔽 ⏫ ⏫ ⏫
Body Hardware	ℹ ℹ ℹ ⏫ 🔼 🔼 ⏫ ⏫	⏬ ⏬ ℹ ⏫ ℹ ⏫ ⏫ ⏫	⏬ ⏬ 🔼 ⏫ 🔼 * * *	🔼 ⏬ ⏬ 🔼 🔽 ⏫ ⏫ ⏫	⏬ 🔼 ℹ ℹ 🔼 ℹ ⏫ ⏫
Power Equipment	ℹ ⏫ 🔽 🔼 ℹ 🔼 ⏫ ⏫	⏬ ⏫ ⏫ ⏫ ⏫ 🔼 ℹ 🔽	ℹ ⏬ ⏬ ⏬ 🔽 * * *	ℹ ⏬ 🔽 ⏫ 🔽 ℹ ⏫ ⏫	⏬ 🔼 🔼 ⏬ ⏫ ⏫ ⏫ ⏫
In-Car Electronics	⏬ ℹ ℹ ℹ ⏬ ℹ 🔼 🔼	⏬ ⏬ 🔼 🔼 ℹ 🔼 🔽 ⏫	🔼 ⏬ ⏬ ⏬ ⏫ * * *	⏬ ⏬ ⏬ 🔼 🔽 🔼 ℹ 🔽	⏫ ⏬ ⏬ 🔼 🔼 ⏬ ⏫ ℹ

New Model Prediction ▶	Chevrolet Volt	Chrysler Pacifica	Chrysler Town & Country	Dodge Durango	Dodge Grand Caravan
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	* ℹ ⏬ ⏬ *	⏬ ⏬ 🔽 ⏬ ℹ *	⏬ ⏬	ℹ * * ⏬ * * ℹ *	⏬ ⏬ ℹ ℹ ⏬ *
Engine, Major	* ⏬ ⏬ ⏬ *	🔽 ℹ 🔼 ℹ 🔼 *	⏬ 🔽	🔼 * * ⏬ * * 🔼 *	⏬ 🔽 🔼 🔼 🔽 *
Engine, Minor	* ℹ ⏬ ⏬ *	⏬ ⏬ ℹ ⏬ 🔼 *	🔽 🔽	ℹ * * ⏬ * * 🔽 *	🔽 🔽 🔼 🔼 ⏬ *
Engine, Cooling	* 🔼 ⏬ 🔼 *	🔼 ℹ 🔼 ℹ 🔼 *	ℹ 🔼	🔼 * * 🔼 * * 🔼 *	ℹ 🔽 ℹ ℹ 🔼 *
Transmission, Major	* 🔼 ⏬ 🔼 *	ℹ 🔼 🔽 🔽 🔽 *	⏬ ⏬	🔼 * * ℹ * * 🔽 *	⏬ ⏬ 🔽 🔽 🔽 *
Transmission, Minor	* 🔼 🔽 ⏬ *	⏬ ⏬ 🔽 🔽 🔽 *	⏬ ⏬	🔼 * * ⏬ * * 🔽 *	⏬ ⏬ ⏬ 🔼 🔼 *
Drive System	* 🔼 ℹ 🔼 *	⏬ 🔼 ℹ ℹ ℹ *	ℹ 🔼	🔼 * * ℹ * * 🔼 *	ℹ 🔼 🔼 🔼 🔼 *
Fuel System	* 🔽 ⏬ 🔼 *	🔼 🔼 ℹ 🔼 ℹ *	🔼 ℹ	⏬ * * ⏬ * * 🔼 *	🔼 ℹ 🔼 🔼 🔽 *
Electrical	* ⏬ ⏬ ⏬ *	⏬ ⏬ ⏬ ⏬ ℹ *	🔽 🔼	🔼 * * ⏬ * * 🔼 *	🔽 🔼 🔼 🔼 🔼 *
Climate System	* 🔼 🔼 🔼 *	⏬ ⏬ ℹ 🔼 🔼 *	⏬ ⏬	⏬ * * 🔽 * * 🔼 *	⏬ ⏬ 🔽 ℹ ⏬ *
Suspension	* 🔽 🔼 🔼 *	ℹ 🔽 ⏬ 🔼 🔼 *	🔼 🔼	ℹ * * ℹ * * 🔼 *	ℹ 🔼 🔽 🔼 🔼 *
Brakes	* 🔼 ℹ ℹ *	ℹ 🔼 🔽 🔼 🔼 *	⏬ 🔽	ℹ * * 🔼 * * 🔼 *	⏬ 🔽 🔽 🔽 ⏬ *
Exhaust	* 🔼 🔽 🔼 *	🔼 🔼 🔼 🔼 🔼 *	ℹ 🔼	🔽 * * 🔼 * * 🔼 *	ℹ 🔼 🔼 🔼 🔼 *
Paint/Trim	* 🔼 🔼 🔼 *	⏬ ⏬ 🔽 🔼 🔼 *	ℹ ⏬	🔼 * * ⏬ * * ⏬ *	ℹ ⏬ ⏬ ⏬ 🔼 *
Noises/Leaks	* 🔽 ℹ ⏬ *	🔽 ℹ 🔼 ℹ 🔼 *	🔽 ℹ	ℹ * * ⏬ * * ⏬ *	🔽 ℹ 🔽 ⏬ ⏬ *
Body Hardware	* 🔼 🔼 ℹ *	⏬ ⏬ 🔽 ℹ 🔽 *	🔼 🔼	ℹ * * 🔼 * * 🔼 *	🔼 ⏬ ⏬ ⏬ 🔼 *
Power Equipment	* ⏬ 🔼 🔼 *	⏬ 🔽 ⏬ 🔼 ℹ *	🔽 ⏬	⏬ * * ℹ * * 🔼 *	🔽 ⏬ ℹ 🔼 🔽 *
In-Car Electronics	* 🔼 ℹ 🔽 *	⏬ ⏬ ⏬ ℹ ⏬ *	🔼 ℹ	🔼 * * ⏬ * * 🔽 *	🔼 ℹ 🔼 🔼 ℹ *

New Model Prediction ▶	Ford Bronco	Ford Bronco Sport	Ford C-Max	Ford Edge	Ford Escape
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	🔼 ⏬	ℹ ⏬	🔼 🔼 ℹ *	ℹ 🔽 ⏬ ℹ ℹ 🔼 🔽 🔼	ℹ ℹ 🔽 ⏬ ℹ 🔽 ℹ ⏬
Engine, Major	🔼 🔼	🔽 🔽	🔼 🔼 🔼 *	⏬ ⏬ ⏬ ⏬ 🔼 🔼 🔼 🔼	🔼 ℹ 🔼 ⏬ ⏬ 🔼 🔼 🔼
Engine, Minor	🔼 🔼	🔼 🔼	⏬ 🔼 🔽 *	⏬ 🔽 🔽 🔼 🔼 🔼 🔼 🔼	🔼 🔼 🔼 ℹ 🔼 🔼 🔼 🔼
Engine, Cooling	🔼 🔼	🔼 🔼	ℹ 🔼 ℹ *	🔼 ℹ ⏬ 🔽 🔼 🔼 🔼 🔼	ℹ 🔼 ℹ 🔽 🔼 🔼 🔼 🔼
Transmission, Major	🔼 ⏬	🔼 🔼	🔼 🔼 🔼 *	🔼 🔼 🔼 🔼 🔼 🔼 🔼 🔼	⏬ 🔼 ℹ 🔽 🔼 🔼 🔼 🔽
Transmission, Minor	🔼 ⏬	🔼 🔼	🔼 🔼 🔼 *	ℹ 🔼 🔼 ℹ ℹ 🔼 ℹ 🔼	⏬ ℹ 🔼 🔽 🔼 ⏬ ⏬ 🔽
Drive System	🔼 🔼	🔼 🔼	🔼 🔼 🔼 *	🔽 🔼 ℹ 🔼 ℹ 🔼 🔼 🔼	⏬ ⏬ 🔽 ℹ 🔼 ⏬ 🔼 🔼
Fuel System	🔼 🔼	🔼 🔼	ℹ 🔽 🔼 *	🔼 🔼 🔼 🔼 🔼 🔼 🔼 🔼	🔽 🔼 🔼 🔼 🔼 🔼 🔼 🔼
Electrical	🔼 🔼	🔼 🔼	🔽 🔼 🔽 *	🔽 🔽 ⏬ ℹ 🔽 🔼 🔼 🔼	🔼 🔽 🔽 🔽 ℹ 🔼 🔼 🔼
Climate System	🔼 🔼	🔼 🔼	🔼 🔼 ℹ *	🔼 🔼 🔼 🔼 🔼 🔼 🔼 🔼	🔽 🔽 🔼 🔼 🔼 ℹ 🔼 🔼
Suspension	🔼 🔼	🔼 🔼	🔽 🔼 ℹ *	🔼 🔽 🔼 🔼 🔼 🔼 🔼 🔼	🔼 🔼 ℹ ⏬ 🔼 🔼 🔼 🔼
Brakes	🔼 🔼	⏬ ⏬	🔼 ℹ 🔽 *	ℹ ⏬ 🔽 ℹ ℹ 🔼 ⏬ 🔼	ℹ ⏬ ⏬ 🔼 🔽 ℹ 🔼 🔽
Exhaust	🔼 🔼	🔼 🔼	🔼 🔼 🔼 *	🔼 🔼 🔼 🔼 🔼 🔼 🔼 🔼	🔼 ℹ 🔼 🔼 🔼 🔼 🔼 🔼
Paint/Trim	🔼 🔼	🔼 🔼	🔼 🔼 🔼 *	🔼 ℹ 🔼 🔼 🔼 🔼 🔽 🔼	⏬ ⏬ ⏬ 🔼 🔼 🔼 🔼 🔼
Noises/Leaks	🔼 🔼	⏬ ⏬	ℹ 🔼 ℹ *	🔼 🔼 ⏬ 🔽 🔼 ℹ 🔼 🔼	🔽 🔼 ⏬ 🔽 🔼 ⏬ 🔼 ⏬
Body Hardware	🔼 ⏬	🔼 🔼	🔼 🔼 🔽 *	ℹ 🔽 🔼 🔼 🔼 🔼 ⏬ 🔼	🔽 🔽 ℹ 🔼 🔼 ⏬ 🔽 🔽
Power Equipment	🔼 ⏬	🔼 🔼	🔼 🔼 ℹ *	🔼 🔽 🔼 🔼 🔼 🔼 ⏬ 🔼	🔽 🔼 🔼 🔼 🔽 🔼 🔼 🔼
In-Car Electronics	🔼 🔼	🔼 🔼	🔽 🔼 🔽 *	🔼 🔼 ℹ 🔼 🔼 🔼 ⏬ ℹ	🔽 ℹ 🔽 🔼 🔼 🔼 🔼 🔼


Ford Escape Hybrid
Ford Expedition
Ford Explorer
Ford F-150
Ford F-150 Hybrid
Ford F-250
Ford Focus
Ford Fusion
Ford Maverick Hybrid
Ford Mustang
Ford Mustang Mach-E
Ford Ranger
Genesis G80
GMC Acadia
GMC Canyon
GMC Sierra 1500
GMC Terrain
GMC Yukon
WORSE
BETTER

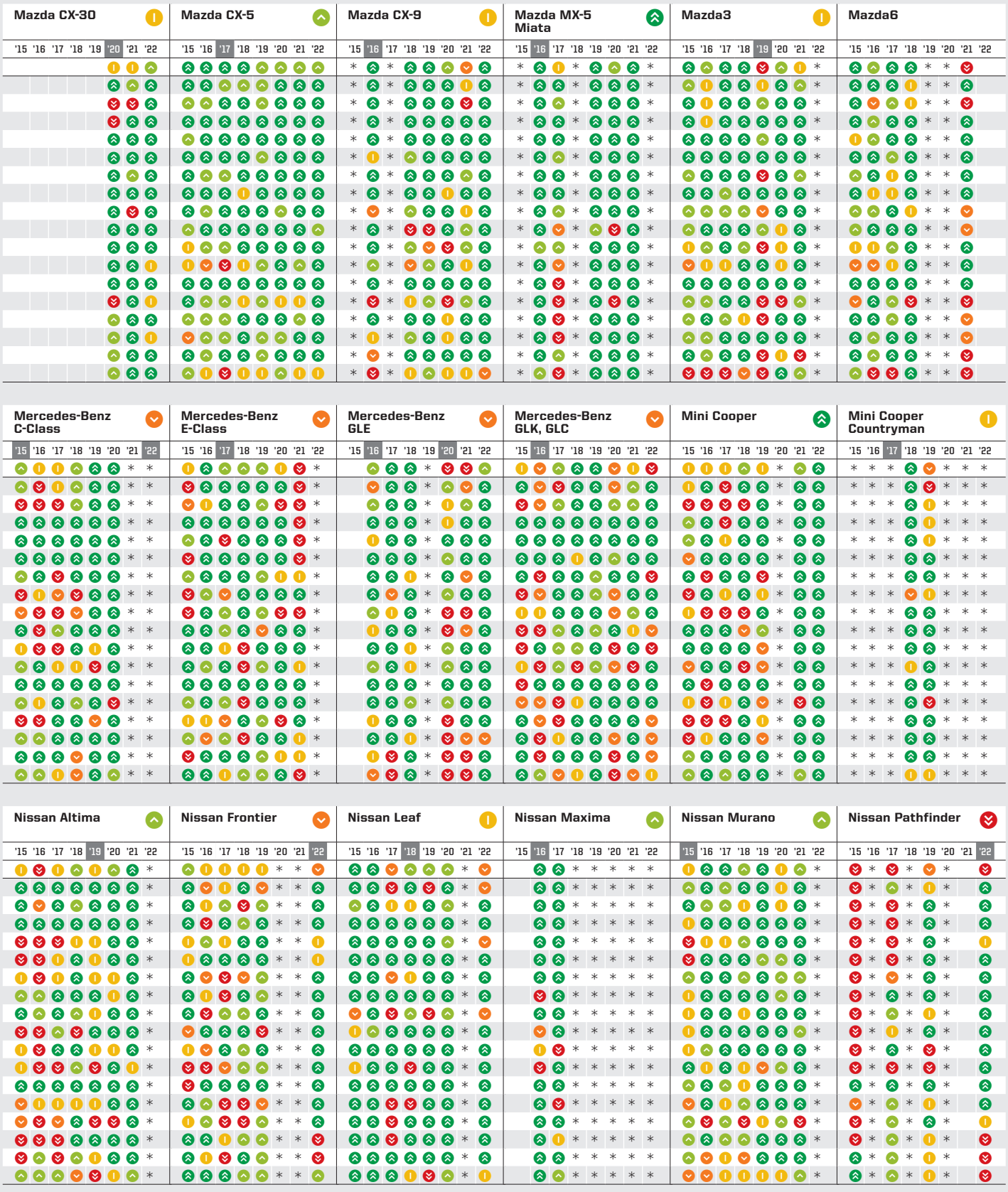

New Model Prediction ▶
GMC Yukon XL
Honda Accord
Honda Civic
Honda CR-V
Honda Fit
Honda HR-V
Honda Odyssey
Honda Passport
Honda Pilot
Honda Ridgeline
Hyundai Elantra
Hyundai Ioniq
Hyundai Kona
Hyundai Kona Electric
Hyundai Palisade
'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability
Engine, Major
Engine, Minor
Engine, Cooling
Transmission, Major
Transmission, Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Exhaust
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics

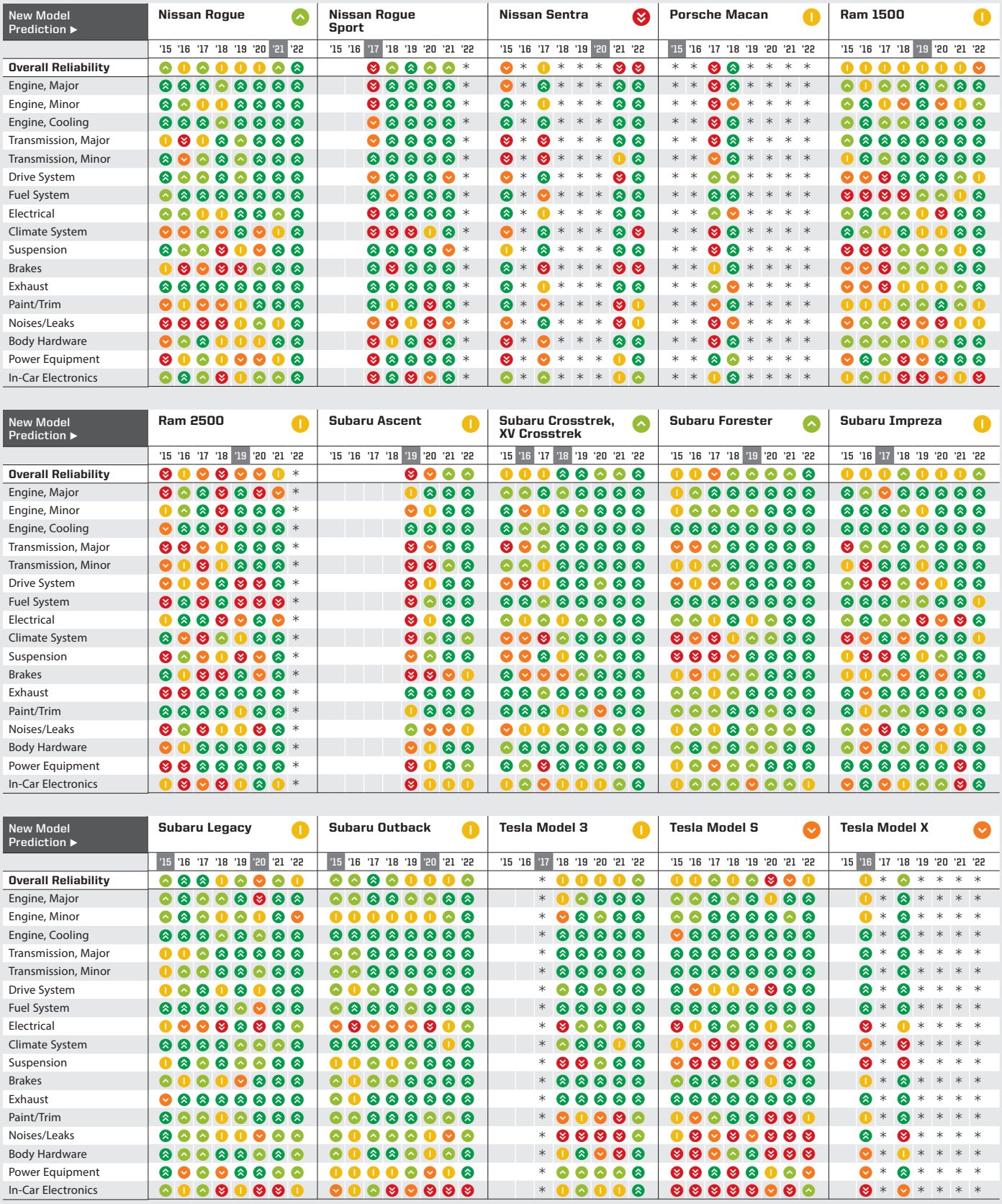

Hyundai Santa Cruz
Hyundai Santa Fe
Hyundai Santa Fe Sport
Hyundai Sonata
Hyundai Tucson
Infiniti QX50
Jeep Cherokee
Jeep Gladiator
Jeep Grand Cherokee
Jeep Wrangler
Kia Forte
Kia Niro
Kia Niro EV
Kia Optima, K5
Kia Seltos
Kia Sorento
Kia Soul
Kia Sportage
'15 '16 '17 '18 '19 '20 '21 '22
WORSE
BETTER

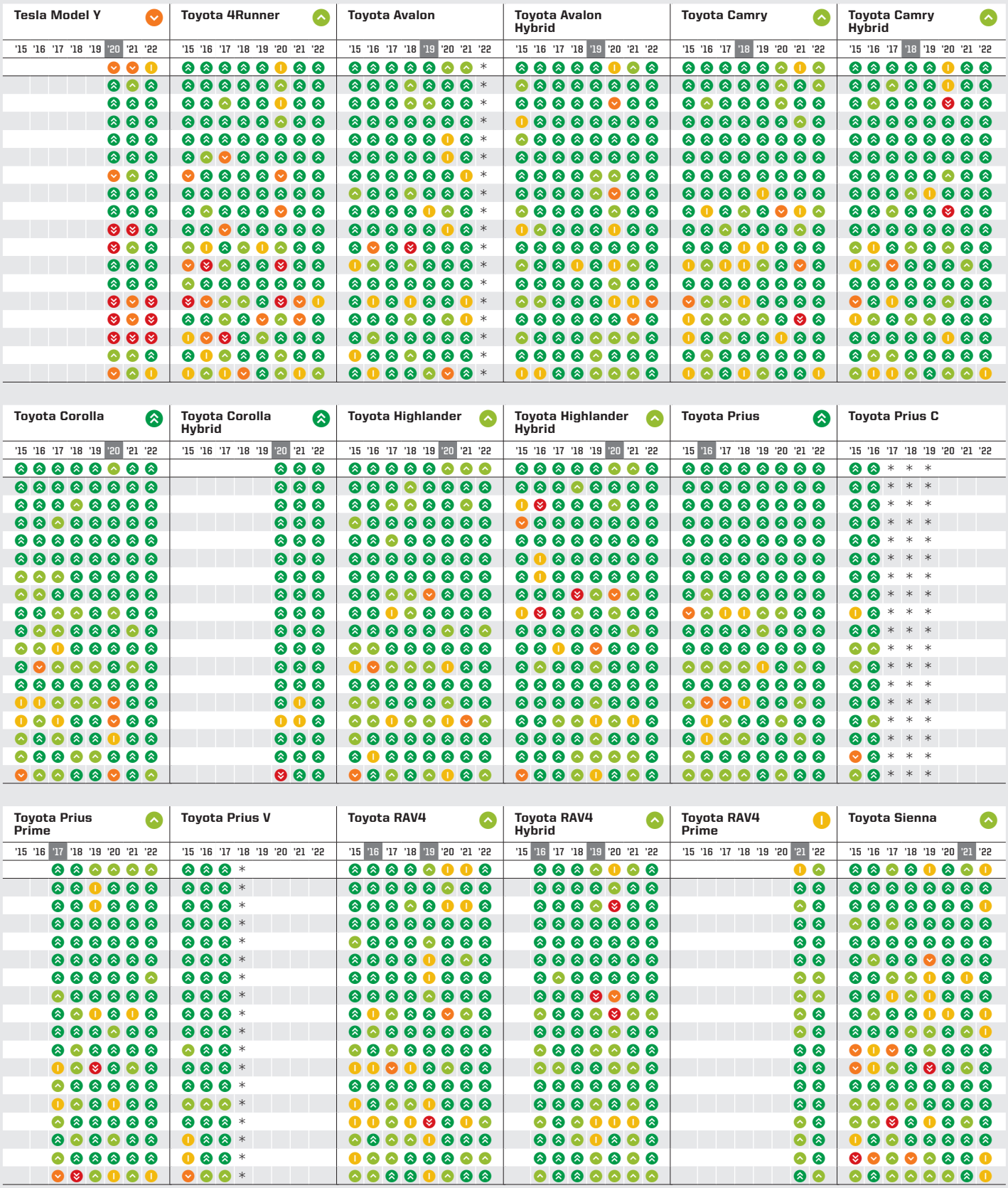
New Model Prediction ▶	Kia Telluride	Lexus ES	Lexus ES Hybrid	Lexus GS	Lexus GX
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	↑ ↑ !	↑ ↑ ↑ ↑ ↑ ↑ ! ↑	↑ ↑ ↑ * ↑ ↓ ↑ ↑	↑ ↑ * * * *	↑ ↑ ↑ ↑ * ! ↑ ↑ ↑
Engine, Major	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↓ ↑ ↑	↑ ! * * * *	↑ ↑ ↑ * ↑ ↑ ↑ ↑
Engine, Minor	↑ ↑ !	↑ ↑ ↑ ↑ ↑ ↓ ↑ ↑	↑ ↑ ↑ * ↑ ↓ ↑ ↑	↑ ↑ * * * *	↑ ↑ ↓ * ↑ ↑ ↑ ↑
Engine, Cooling	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	↑ ↓ * * * *	↑ ↑ ! * ↑ ↑ ↑ ↑
Transmission, Major	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	↑ ↑ * * * *	↑ ↑ ↑ * ↑ ↑ ↑ ↑
Transmission, Minor	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	↑ ↑ * * * *	↑ ↓ ↑ * ↑ ↑ ↑ ↑
Drive System	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ !	↑ ↑ * * * *	↓ ↑ ↑ * ↓ ↑ ↑ ↑
Fuel System	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	↑ ↑ * * * *	↑ ↑ ↑ * ↑ ↑ ↑ ↑
Electrical	↑ ↑ ↑	↑ ↑ ↑ ! ↓ ↑ ↑ ↑	↑ ! ↑ * ↓ ↑ ↑ ↑	↑ ↓ * * * *	↑ ↑ ↓ * ↑ ↑ ↑ ↑
Climate System	! ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	↑ ↑ * * * *	↑ ↑ ↑ * ↑ ↑ ↑ ↑
Suspension	! ↑ ↑	↑ ! ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	↑ ↑ * * * *	↓ ↑ ↑ * ↓ ↑ ↑ ↑
Brakes	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	! ↑ * * * *	↓ ↑ ↑ * ↑ ↑ ↑ ↑
Exhaust	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	↑ ↑ * * * *	↑ ↑ ! * ↑ ↑ ↑ ↑
Paint/Trim	↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ! ↑	↑ ↑ ↑ * ↑ ↑ ↑ ↑	↑ ↑ * * * *	↑ ! ↑ * ↓ ! ↑
Noises/Leaks	↓ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↓ ↑ ↑	! ↑ ↑ * ↓ ↓ ↑ ↑	↑ ↑ * * * *	↑ ! ↓ * ↑ ↑ ↑ ↑
Body Hardware	↑ ↑ ↑	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↓	↑ ↓ ↑ * ↑ ↑ ↑ ↑	↑ ↑ * * * *	↑ ↑ ↑ * ↓ ! ↑
Power Equipment	! ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ! ↑ * ↑ ! ↓ ↑	↓ ↑ * * * *	↑ ↓ ↑ * ↑ ↑ ↑ ↑
In-Car Electronics	↑ ↑ ↑	↓ ↑ ↑ ↑ ! ↑ ↑ ↑	↑ ↑ ↑ * ↑ ! ↑ ↑	↑ ↑ * * * *	↑ ↑ ↑ * ↑ ↑ ! ↑

New Model Prediction ▶	Lexus NX	Lexus NX Hybrid	Lexus RX	Lexus RX Hybrid	Lexus UX
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ! ↑ !	↑ ! ↑ *
Engine, Major	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↓ ↑ ↑	↑ ↑ ↑ *
Engine, Minor	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↓ ↓ *
Engine, Cooling	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ! ↑ *
Transmission, Major	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ *
Transmission, Minor	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ *
Drive System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ *
Fuel System	↑ ↑ ↑ ↓ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ *
Electrical	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↓ ↑ ↑	↑ ↓ ↓ *
Climate System	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	! ↑ ↑ *
Suspension	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↓ ↑ ! ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↑ ↑ *
Brakes	↑ ! ! ↑ ↑ ↑ ↑ ↓	* * * * ! ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ! ↓ ↑ ↑ ↑ ↑ ↑	↑ ! ↑ *
Exhaust	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ *
Paint/Trim	↑ ! ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↑ ↑ *
Noises/Leaks	! ↑ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↓ ↑ ↑	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ↑ ↑ *
Body Hardware	↑ ↓ ↑ ↑ ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↓ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↑ ! ↓ ↑ ↑ ↑ ↑ ↑	↓ ↑ ↑ *
Power Equipment	↑ ↑ ↑ ! ↑ ↑ ↑ ↑	* * * * ↑ ↑ ↑ ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	↓ ↑ ↑ ↑ ↑ ↑ ↑ ↑	! ↑ ↑ *
In-Car Electronics	↓ ↑ ↑ ↑ ↓ ! ↑ ↓	* * * * ↑ ↑ ↑ ↓	↑ ↑ ↑ ↑ ↑ ↑ ! ↑	↑ ↑ ↑ ↑ ↑ ↑ ↑ ↑	! ! ↑ *

New Model Prediction ▶	Lincoln Aviator	Lincoln MKC, Corsair	Lincoln MKX, Nautilus	Lincoln MKZ	Mazda CX-3
	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22	'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability	↓ ↓ *	↑ * ↑ * ↑ ↑ ↑ ↑	* ↑ ↑ ↑ ↓ ↑ ↑ *	↑ ! ↑ ↑ ! ↑	↑ * * ↑ * *
Engine, Major	↑ ↑ *	↑ * ↑ * ↑ ↑ ↑ ↑	* ↑ ↓ ↑ ! ↑ ↑ *	↑ ↓ ↑ ↑ ↑ ↑	↑ ↑ * ↑ * *
Engine, Minor	↑ ! *	↑ * ↑ * ↑ ↑ ↑ ↑	* ↑ ↑ ↑ ↑ ↑ ↑ *	↓ ↑ ↓ ↑ ↓ ↑	↑ * * ↑ * *
Engine, Cooling	↑ ↑ *	↑ * ↑ * ↑ ↑ ↑ ↑	* ↑ ↑ ↑ ! ↑ ↑ *	↑ ! ↑ ↑ ↑ ↑	↑ * * ↑ * *
Transmission, Major	↓ ↑ *	↓ * ↑ * ↑ ↑ ↑ ↑	* ↑ ↑ ↑ ! ↑ ↑ *	↑ ↑ ↑ ↑ ↓ ↑	↑ * * ↑ * *
Transmission, Minor	! ↑ *	↓ * ↑ * ! ↑ ↑ ↑	* ↑ ↑ ! ↑ ↑ ↑ *	↑ ↑ ↑ ↑ ↓ ↑	↑ * * ↑ * *
Drive System	↓ ↓ *	↑ * ↑ * ! ↑ ↑ ↑	* ↑ ↑ ↑ ↓ ! ↑ *	↑ ↑ ! ↑ ↑ ↑	↑ * * ↓ * *
Fuel System	↑ ↑ *	! * ↑ * ↑ ↑ ↑ ↑	* ↓ ↑ ↑ ↓ ↑ ↑ *	↑ ↓ ↑ ↑ ↑ ↑	↑ * * ↑ * *
Electrical	↓ ! *	↓ * ↑ * ↑ ↑ ↑ ↑	* ↑ ! ↑ ↑ ↑ ↑ *	↓ ↓ ↑ ↑ ↑ ↑	↑ * * ↑ * *
Climate System	↓ ↑ *	↑ * ↓ * ↑ ↑ ↑ ↑	* ↑ ↑ ↑ ↓ ↑ ↑ *	↑ ↑ ↑ ↑ ! ↑	↓ * * ↓ * *
Suspension	↓ ↓ *	! * ↑ * ↑ ↑ ↑ ↑	* ↓ ↓ ↓ ↓ ↑ ↑ *	↓ ↑ ↑ ↑ ↑ ↑	↑ * * ↑ * *
Brakes	! ↑ *	! * ↑ * ↓ ↑ ↑ ↑	* ↓ ↑ ! ↑ ↑ ↑ *	↑ ↑ ↑ ↑ ↑ ↑	↓ * * ↓ * *
Exhaust	↓ ↑ *	↓ * ! * ↑ ↑ ↑ ↑	* ↑ ↓ ↑ ! ↑ ↑ *	↑ ↑ ↓ ↑ ↑ ↑	! * * ↑ * *
Paint/Trim	↓ ↓ *	↑ * ! * ↑ ↑ ↓ ↑	* ↑ ↑ ↑ ! ↑ ↓ *	↑ ↓ ↑ ↓ ↑ !	↑ * * ↓ * *
Noises/Leaks	↓ ↓ *	↓ * ↑ * ! ↓ ↓ ↑	* ! ↓ ! ! ↑ ↑ *	↑ ↑ ↑ ↓ ↑ ↑	↑ * * ↑ * *
Body Hardware	↓ ↑ *	↑ * ↑ * ! ↑ ↓ ↑	* ↑ ↑ ! ↑ ↑ ↑ *	↓ ! ↑ ↑ ↑ ↑	↑ * * ↑ * *
Power Equipment	↓ ↑ *	↓ * ↑ * ! ↑ ↑ ↑	* ↓ ↓ ↑ ↓ ↑ ↑ *	↑ ↑ ! ↑ ! ↑	↑ * * ↑ * *
In-Car Electronics	↓ ↓ *	↓ * ! * ↑ ↓ ↑ ↑	* ↓ ↓ ↓ ↓ ↓ ↑ *	! ↑ ! ↑ ↑ ↑	↑ * * ↑ * *


Mazda CX-30
'15 '16 '17 '18 '19 '20 '21 '22
Mazda CX-5
'15 '16 '17 '18 '19 '20 '21 '22
Mazda CX-9
'15 '16 '17 '18 '19 '20 '21 '22
Mazda MX-5 Miata
'15 '16 '17 '18 '19 '20 '21 '22
Mazda3
'15 '16 '17 '18 '19 '20 '21 '22
Mazda6
'15 '16 '17 '18 '19 '20 '21 '22
Mercedes-Benz C-Class
'15 '16 '17 '18 '19 '20 '21 '22
Mercedes-Benz E-Class
'15 '16 '17 '18 '19 '20 '21 '22
Mercedes-Benz GLE
'15 '16 '17 '18 '19 '20 '21 '22
Mercedes-Benz GLK, GLC
'15 '16 '17 '18 '19 '20 '21 '22
Mini Cooper
'15 '16 '17 '18 '19 '20 '21 '22
Mini Cooper Countryman
'15 '16 '17 '18 '19 '20 '21 '22
Nissan Altima
'15 '16 '17 '18 '19 '20 '21 '22
Nissan Frontier
'15 '16 '17 '18 '19 '20 '21 '22
Nissan Leaf
'15 '16 '17 '18 '19 '20 '21 '22
Nissan Maxima
'15 '16 '17 '18 '19 '20 '21 '22
Nissan Murano
'15 '16 '17 '18 '19 '20 '21 '22
Nissan Pathfinder
'15 '16 '17 '18 '19 '20 '21 '22
WORSE
BETTER


New Model Prediction ▶
Nissan Rogue
Nissan Rogue Sport
Nissan Sentra
Porsche Macan
Ram 1500
Ram 2500
Subaru Ascent
Subaru Crosstrek, XV Crosstrek
Subaru Forester
Subaru Impreza
Subaru Legacy
Subaru Outback
Tesla Model 3
Tesla Model S
Tesla Model X
'15 '16 '17 '18 '19 '20 '21 '22
Overall Reliability
Engine, Major
Engine, Minor
Engine, Cooling
Transmission, Major
Transmission, Minor
Drive System
Fuel System
Electrical
Climate System
Suspension
Brakes
Exhaust
Paint/Trim
Noises/Leaks
Body Hardware
Power Equipment
In-Car Electronics


Tesla Model Y
Toyota 4Runner
Toyota Avalon
Toyota Avalon Hybrid
Toyota Camry
Toyota Camry Hybrid
Toyota Corolla
Toyota Corolla Hybrid
Toyota Highlander
Toyota Highlander Hybrid
Toyota Prius
Toyota Prius C
Toyota Prius Prime
Toyota Prius V
Toyota RAV4
Toyota RAV4 Hybrid
Toyota RAV4 Prime
Toyota Sienna
'15 '16 '17 '18 '19 '20 '21 '22
WORSE
BETTER

New Model Prediction ▶	Toyota Tacoma							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Toyota Tundra							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Toyota Venza							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volkswagen Atlas							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volkswagen Golf, Golf R							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volkswagen Golf SportWagen							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volkswagen GTI							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volkswagen Jetta							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volkswagen Passat							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volkswagen Tiguan							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volvo S60/V60							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volvo XC40							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volvo XC60							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volvo XC70							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

New Model Prediction ▶	Volvo XC90							
	'15	'16	'17	'18	'19	'20	'21	'22
Overall Reliability								
Engine, Major								
Engine, Minor								
Engine, Cooling								
Transmission, Major								
Transmission, Minor								
Drive System								
Fuel System								
Electrical								
Climate System								
Suspension								
Brakes								
Exhaust								
Paint/Trim								
Noises/Leaks								
Body Hardware								
Power Equipment								
In-Car Electronics								

WORSE — BETTER

How Far Can That EV Go?

RANGE IS A TOP CONCERN for many would-be EV buyers. In a 2022 nationally representative CR survey, more than half of those who said they were not planning to buy or lease an EV cited the distance an EV can travel on a full charge as a reason. But as the ranges of the EVs here show, they can go farther on a single charge than most people drive in a day. BY JEFF S. BARTLETT

100 MILES
100 Mazda MX-30
200 MILES
212 Nissan Leaf Plus
248 Genesis GV60
256 Hyundai Ioniq 5
271 BMW i4
282 Kia EV6
300 MILES
320 Ford F-150 Lightning
328 Rivian R1T
358 Tesla Model 3
400 MILES
405 Tesla Model S
469 Lucid Air
The ranges of the new EV models shown here are based on EPA estimates.
For 2023 models that offer multiple versions with different ranges, we included the most common version.

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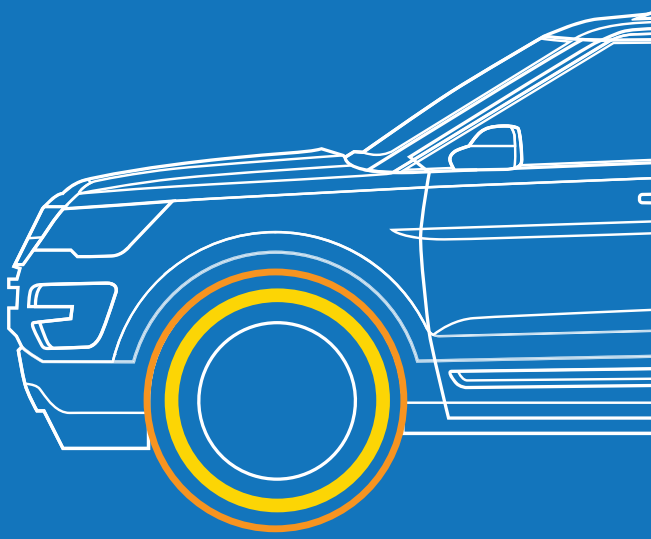

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